

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,350 tons	Captain B. D. Jones
"POWAN,"	2,350 "	H. I. Black
"KINSHAN,"	2,350 "	C. V. Lloyd
"HEUNGSHAN,"	2,350 "	B. Branch
"HEUNGSHAN,"	2,350 "	R. D. Thomas

Commencing from Saturday, the 7th December, the following will be the Order of Running the Canton steamers until further notice.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 and 11 P.M. (Saturday excepted).

On Saturday.....2 day steamers leaving Hongkong at 8 and 9 A.M.

On Sunday and Tuesday.....2 night " " " " 10 and 11 P.M.

On Monday.....2 " " " " 10 and 11 P.M.

On Wednesday.....2 " " " " 10 P.M.

On Thursday.....2 " " " " 10 P.M.

Departures from CANTON to HONGKONG daily at 8 A.M., 3 P.M. and 5 P.M. (Sunday excepted).

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday at 10 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday at 5 P.M.

ALL PAYMENTS MUST BE MADE IN CASH.

CHITS CANNOT BE ACCEPTED.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,651 tons, Captain W. A. Valentine.

S.S. "SUI-TAI," 1,651 tons, C. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD.

THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 538 tons, Captain S. Bell Smith.

"NANNING," 538 tons, Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M.

Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions, (First Floor), opposite the Hongkong Hotel,

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 7th December, 1907.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers

"LINTAN" and "SAN-UI"

SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS.

These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILARATING.

"For further information apply to—"

BUTTERFIELD & SWIRE,

AGENTS,

WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 2nd November, 1907.

IMPERIAL BREWING COMPANY, LIMITED.

PURE CREAM BEER.

For samples and prices please apply to

WINE GROWERS SUPPLY CO.
BARRETTO & CO.,

General Agents.

Hongkong, 22nd October, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 9.30 P.M. (Sundays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade.

The Company's Wharf is at the end of Wing Lok Street (Tram Station).

Canton Agents—Messrs. E. Pasquet & Co.

For further particulars, please apply to—

BARRETTO & CO.,

Agents.

Hongkong, 5th April, 1907.

Hotel.

KOWLOON HOTEL,

HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation.
The only First-class Hotel in Kowloon.
Most Charming and Popular Resort in the Colony.

Electric Lights, Fans and Call Bells.

Bath Rooms attached to Each Room.

Telephone Address—

CHINA NAVIGATION CO., LTD.

Telephone No. 14.

Unrivalled for Comfort and Cuisine.
Thoroughly Up to Date with Every Modern Luxury.

Billiards and Bowling Alleys.

Moderate Terms and No Kitchens.

Modern Management.

O. E. OWEN,

Proprietor.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Messrs. Boats, A. I. and Watkins.

Yokohama, May 13rd, 1905.

Mails.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES

FOR STEAMERS TO SAIL

KUDAT and SANDAKAN "BORNEO" TUESDAY, 9 A.M., 17th Dec., 1907.

NAPLES, GENOA, ALGIERS, "PRINCE REGENT LUITPOLD" WEDNESDAY, Noon, 18th Dec., 1907.

GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN "PRINCE EITEL FRIEDRICH" About WEDNESDAY, 18th Dec., 1907.

SHANGHAI, NAGASAKI, HIOGO "PRINCE EITEL FRIEDRICH" About WEDNESDAY, 18th Dec., 1907.

MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE "MANILA" THURSDAY, 5 P.M., 2nd Jan., 1908.

EXTRA STEAMER.

EUROPE VIA PORTS OF CALL "SACHSEN" About WEDNESDAY, 25th Dec., 1907.

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 12th December, 1907.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILIWONG	JAPAN	Second half Dec.	JAVA PORTS	Second half Dec.
TJIPANAS	JAVA	Second half Dec.	JAVA PORTS	First half Jan.
TJIMAH	JAPAN	First half Jan.	JAVA PORTS	First half Jan.
TJIBODAS	JAVA	First half Jan.	JAPAN	First half Jan.
TJIKINI	JAPAN	First half Jan.	JAVA PORTS	Second half Jan.
TJILATJAP	JAPAN	Second half Jan.	JAVA PORTS	Second half Jan.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st floor,

Hongkong, 10th December, 1907.

Dentistry.

TAIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'ARQUER STREET.

REASONABLE FEES.

Consults for Free.

Hongkong, 10th Dec., 1907.

Dr. H. H. CHAN.

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

31, QUEEN'S ROAD CENTRAL,

From the University of Pennsylvania, U.S.A.

Hongkong, 10th April, 1907.

ANTI-OPIMUM MEETING.

M. P. SPEECH AT SINGAPORE CHINESE CHAMBER OF COMMERCE.

The Singapore Free Press of 4th inst. says:—Some hundreds of Chinese of all classes assembled at the Chinese Chamber of Commerce in High Street last night to hear Mr. R. Laidlaw, Liberal M. P. for East Renfrewshire, speak on the opium question. Mr. Cho Peng Tsong, the Chinese Consul-General, was present. Dr. N. G. Vio acted as Chairman and introduced the speaker.

Mr. Laidlaw said he was delighted to be present with them that evening and to meet such a large audience. The Chairman had informed them that he had come there to learn and not to instruct. He was quite aware that the opium question was one of which he had a great deal to learn. It had a great bearing on the moral and social position of this Colony. He was glad, and he was sure a very great proportion of the United Kingdom were glad, that war against opium had been declared (hear, hear, and applause). They trusted that there would be a fight to the finish. That was the ultimate result, ten years was not too long a period. When the famous edict of the Chinese Emperor was issued in 1906, everyone in England asked the question "Is the Government of China sincere in this matter?" A second question then asked was "Is she able to extinguish the traffic in a period of ten years?" These were questions which he for one found it very difficult to answer; but during the last few weeks he had had the privilege of travelling in China and was now in a position to say that the Government of China was in earnest in this matter and that the work could be accomplished. (Applause). Two things had led him to this conclusion. First, he had become aware that China had desired to become great and powerful and realised that while that great course stood in the way, substantial progress could not be made. The second reason was that they had now in England a strong and powerful Government which was showing great sympathy in this movement, and it had declared in the House of Commons by Mr. Morley that if China did her part of the duty, the shipments of opium from India would be reduced one-tenth each year and that England would not insist on the treaty regulations with regard to the traffic of opium from India. He hoped, and believed, that the present Government in Great Britain, which attached so much importance to moral questions, would continue during the next years. Events which had occurred in China during the last seven years had proved that some of the leading men in that country were strong and earnest reformers. At the same time he was quite aware that this question did not rest with the few in the front but with the mandarins. They were all aware that last year a resolution was passed in the House of Commons unopposedly declaring that this opium trade with China was morally indefensible. That fact led to the declaration made by Mr. Morley, which he had referred to. Since that time, both parties had faithfully fulfilled their part of the contract. China had closed a number of opium dens, removed certain officials and taken other steps to stop the opium habit. Mr. Morley had responded to that by ordering a decreased shipment from India this year. Some of their friends in England who did not believe in the suppression of this habit told them that any reduction they made in the shipments from India would be made up by the production in China. He learned in China that the cultivation of the land generally was well under the control of the Provincial Governors, and those who were in earnest in the suppression of this vice would have it in their power to stop the cultivation in their provinces. He had heard a good deal while in China about China for Chinese. Whatever that might mean, he was quite sure it did not mean less intercourse with the other world (Reverend, hear, hear). The present policy in China in keeping the control of railways and other great public works in their own hands had his entire sympathy. He was quite sure that the gentlemen who were present that night had been in sufficient contact with people to know that the more they had to do with the outside world in business, the better for all parties. The strongest patriots of the world in modern and ancient times were those who had most intercourse with other nations. He commenced by saying that he had not come there to give instruction but to learn. He had said enough to show he was interested in the question. He would now proceed to ask a few questions:—

(1) Do those present at this meeting desire the complete suppression of the opium habit in this Colony as they had it in Japan?

(2) Do they desire the immediate suppression of the Gaming (I) and Opium Farms?

(3) Does the meeting regard Mr. Morley's proposal as fair and reasonable?

(4) Does the meeting think China can abolish the trade in ten years?

(5) Can the cultivation of the poppy in China be efficiently controlled?

(6) How can humble members of Parliament like myself help forward the great cause? When I return to England, I will do my best to represent to Sir Edward Grey and Mr. Morley your views. If there is anything else I can do, please consider me at your service. I will be very glad to do my best for this great work.

All the questions were answered in the affirmative amidst much enthusiasm. With regard to the last question the Chairman said they had better have time to think the matter over and draw up resolutions.

Intimations.

NOTICE.

Messrs. MACDONALD & Co. have RE-VALUED their Office to YORK BUILDINGS, 2ND FLOOR.

MACDONALD & Co.

Hongkong, 10th December, 1907.

A. CHAZALON & CO.

4 QUEEN'S ROAD CENTRAL.

NOW SHOWING—

A LARGE ASSORTMENT OF

FRENCH DOLLS and TOYS,

PERFUMERY.

TOM SMITH'S CRACKERS.

XMAS TREE ORNAMENTS.

FOOTBALLS, &c., &c.

ALSO

The Best FRENCH CONFECTIONERY

and LIQUORS.

INSPECTION SOLICITED.

Hongkong, 25th November, 1907.

Sole Agents for.

HUMBER CYCLES.

TYPEWRITERS

FOR HIRE, REPAIR & SALE.

TO CLEAR AT VERY MODERATE

PRICE.

REMINGTON,

HAMMILL,

BARLOCK,

NEW CENTURY & SUN TYPEWRITERS.

MOTOR LAUNCHES

and BOATS.

FOR HIRE AT BLACK PIER,

DAY AND NIGHT PER HOUR.....\$2

New Bicycles

for Hire.

NEW CYCLES FROM \$65 EACH.

REPAIR TO MOTOR BOATS, CARS,

and CYCLES UNDERTAKEN.

DRAGON CYCLE DEPOT,

No. 12, D'ARQUER ST. and KOWLOON.

Hongkong, 27th November, 1907.

Auctions.

PUBLIC AUCTION.

BY ORDER OF H.M. WAR OFFICE.

THE FOLLOWING

VERY VALUABLE LEASEHOLD

PROPERTY

Known as 1: LAND LOT NUMBER 427 (SPRING

GARDENS) containing an area of about

47,841 square feet and having a frontage

on Queen's Road East of 278 feet, situate

at Queen's Road East, Hongkong, will

be sold by

PUBLIC AUCTION,

on

WEDNESDAY,

the 18th day of December, 1907, at 3 o'clock

in the afternoon, in One Lot by

Messrs. H. G. & H. O. CH.

Auctioneers,

at their Auction Rooms, 11, Des Vaux Road,

Canton.

The Property consists of:

All that Piece or Parcel of Ground situate

at Victoria in the Colony of Hongkong and

registered in the Land Office as Inland Lot

427, and all buildings thereon and appurtenances

therein belonging, held under the Crown

Lease thereof dated the 7th day of April, 1866,

for the term of 999 years from the 29th day of

July, 1554, at the annual Crown Rent of £150

ster

Intimations:

Hongkong, 7th December, 1907.

2

The funeral will be at Latimer Churchyard. Among the messages of sympathy received is one from King Edward.

Hongkong, 14th October, 1907.

Hong Kong, 18th June, 1961.

張其成

E

ANOTHER PHASE OF THE OPIUM QUESTION.

ness amongst dispossessed workpeople. But this is not so. The man who can grow opium and who labours in the poppy fields is just as capable of growing any other kind of crop, and the present moment is just the one at which the change could most suitably be made." Such argument may be likened to that used by the clever counsel who sells the man of straw in order that he may demolish the caricature with a breath, thereby gaining the plaudits of the halpistol. Who ever said, we wonder, that were the cultivation of the poppy to cease in China or India thousands of people would be committed to beggary? Certainly we have never given utterance to such a ridiculous suggestion, but as a dainty piece of dissipated work it may pass. The reason that the agriculturists in the interior forsook the cultivation of wheat and tea in certain districts was simply because they found it vastly more profitable to grow the poppy plant. If there had been anything else more profitable still, a second thought would not have been given to what is evidently, after all, the root of all evil. So we will let that fly stick to the wall. The *Times* indulges in a general review of the world's wheat crop this year, its extraordinary shortage, and hails this fact as a God-given sign that those who are now soiling their fingers and their souls by being connected with the distribution of opium should immediately uproot one and all of the plants and turn to wheat. "The lands that will grow opium will grow wheat, and what India loses in opium she might easily gain in wheat." Here we have a platitude and a sophistry both of which are so plain and palpable that they are absolutely delightful. But supposing you do not prefer wheat to opium, supposing it costs fifty times as much in cost, labour and time to produce from one crop of wheat what it does to raise a similar revenue from the opium leaf, why then there is cotton as a stand-by. The advantages of growing different varieties of cotton in different parts of the world so that different qualities may be produced for diverse needs, are obvious—to our Shanghai contemporary. "The variety chiefly required, however, is a good long-staple cotton, and experiments have been made in various places with a view to its production. In no place has experiment proved the practicability of successful, long, staple cotton production more emphatically than in India. A short time ago an expert from the Egyptian cotton-field was despatched to India to try experiments in long staple cotton production. On an experimental plot a crop was produced which fetched £4,000 in open auction on the Indian market, but on arrival at Liverpool the lot fetched £9000. Further proof of the success of the test is unnecessary. Our point is, that with such certainty that the crop would be a success there should be no hesitation in substituting a cotton crop for an opium one. Incidentally, we may mention, that there is every reason to believe that soil specially suitable for opium would be specially suitable for rubber, the importance of which is increasing every day." It would therefore appear that the ignorant, unimaginative buccal of the internal provinces, in refusing to give up the cultivation of opium at a moment's notice, is simply cutting off his nose to spite his face. We are afraid that in this instance the farmer would have the better of the argument and we feel assured that each of the viceroys and missionaries who profit by the sale of the prohibited plant which has been grown within their area under their administration, would acknowledge the virtue of opium over such every-day products as wheat, cotton and rubber. The crisis in the Northern Settlement quietly settles the matter to the own satisfaction of this fashion. "It appears to us to be quite clear that the only economic argument which ever was entitled to any consideration by the purely selfishness of the Indian revenue collectors, is that it would be entirely without solid basis." There would be not the least dislocation of labour or distress amongst the poor and needy tillers of the soil in British territory, if the crop were changed from poppies to wheat at a stroke this clock at midnight to-night. As for the man in China occupied by the poppy, there seems to be little doubt that it could equally probably, and without any large amount of distress be put under other crops, quite as badly needed in China as wheat and cotton are to British manufacturers." What would happen if the poppies were turned to wheat in a single night and the peasantry who had been looking forward to a comfortable winter found themselves defrauded of their rights? The answer is simple: it would be red revolution. The touch referring to the purely selfish interest of the Indian revenue officers in this consideration should make the rascals squirm. Thinking it over, are not we, the people who live in towns and indulge in luxuries, never give the slightest heed regarding the actual value of a thing so long as we desire and can afford its intrinsic value, are not we the very people who are likely to benefit the selfish instincts of the revenue officers in India and Hongkong? We hardly think that argument, kept in the refrigerator since the whole question comes to be settled and for all, will greatly improve the very

THE new Chinese Minister, Li Ching-shan, arrived in London on the evening of 9th and is now in residence at the Legation, Portland-place. From Shanghai the Minister travelled in the German mail steamer to Hongkong, then crossed over to Dover, where he was met by some of the members of the Legation. His son has been in England for the last two years preparing for Cambridge. The new Minister is a son by adoption of the late Viceroy Li Hung-chang. He was Minister to Japan from 1891-1892, was Second Plenipotentiary for peace negotiations following upon the cessation of war with Japan, and was co-signatory with Li Hung-chang of the Treaty of Shimonoseki. He has long been recognized as a leader of the group of his native province of Anhui and as the chief representative of the most powerful families in China. A man of wealth and position, it is believed, he remarks, *The Times*, that Li Ching-shan will make an effort to restore the Chinese Legation to the position it held before China's defeat in the abortive and injurious policy of 1900. As her representatives abroad, minor officials, neither standing nor influence in the country. His Excellency is 55 years of age and possesses a fluent knowledge of English. Before leaving China he announced his intention of taking foreign interest into the practice of his profession, and the fact that the 120 Chinese students now being educated in England.

"BUNKUM" is the title of a new book by Mr. Frank Richardson, which is at present in Uwais's Colonial Library. It is a collection of satirical sketches, most of them connected more or less with the subject of whiskey. Richardson has been described by *Harper's* as "the first of the humorous novelists in modern English school," and by another reviewer as "the English Mark Twain".

4—South coast of China between
and Hainan, same as No. 1.

arrived at Shanghai at 9 a.m., on 13, and
left again at 5 p.m., same day, for
where she is due to arrive at 2 a.m.

The Danish s.s. *Slaw* left Singapore on Friday last, afternoon, and may be expected here on Saturday last.

The N. Y. K. s.s. *Tyo Maru*, Amakusa Line, left Shanghai for this port on 12th last, and is expected here on 15th inst.

The N. Y. K. s.s. *Nihon Maru*, Amakusa Line, left Thursday Island for this port on 12th inst., and is expected here on 15th inst.

The C. P. R. Co. s.s. *Empress of India*, left Swatow for Shanghai on 4 a.m., on 12th inst., and is expected here on 15th inst.

Arrivals at 5 p.m. today are, for Hong Kong, the s.s. *Wing Lung*, and the s.s. *Wing Lung*, which are due to arrive at 2 p.m. on 15th inst.

Telegrams.

[Review.]

The North Borneo Dinner.

London, 11th December.
Sir Charles Jessel presided over the annual dinner of the British North Borneo Company at which there was great enthusiasm.

Mr. Cowie, managing director, dwelt upon the great progress which had been made in North Borneo, and the steady increase in revenue. All possible was being done in rubber planting, and the results of tobacco cultivation were of the most encouraging nature. He looked forward to the territory becoming a great coal centre. Meanwhile he regarded the Company's enterprise as having reclaimed the natives, and stopped head hunting and piracy. It had also secured to the Empire a colony, the value of which cannot be overestimated.

Later.

Lord Li in London.

Lord Li, the new Chinese Minister in London, has been received in audience by His Majesty King Edward at Buckingham Palace, duly presenting his credentials.

Sir Edward Grey, Minister for Foreign Affairs, was present.

The Kaiser's Departure.

The Kaiser, who has sailed for Holland, has authorized the German Ambassador to state how greatly he has enjoyed his visit to England.

Russia.

The Russian Minister of Finance, in his Budget statement, has asked the Duma to sanction a loan of 195 million roubles to cover the deficit arising chiefly from the expenses of the war, new railways, and famine relief.

Parliament Buildings Destroyed.

The parliament buildings at Wellington, New Zealand, have been destroyed by fire.

WATER RETURN.

Level and storage of water in reservoirs on the 1st December.

CITY AND HILL DISTRICT WATER WORKS.

LEVEL.	1906.	1907.
Tytam... (3' 5" below)	overflow	overflow
Tytamlye... (2' 1" below)	overflow	overflow
Tytam Intermediate... (2' 4" below)	overflow	overflow
Pokfulum... (6' 2" below)	overflow	overflow
Wong-nei-chong... (11' 6" below)	overflow	overflow

STORAGE GALLONS.

	1906.	1907.
Tytam... 37,550,000	38,210,000	
Tytam Intermediate... nil	nil	
Pokfulum... 50,510,000	60,520,000	
Wong-nei-chong... 22,173,000	27,185,000	

Total... 110,233,000 125,915,000

Consumption of water in the City and Hill District during the month of November.

	1906.	1907.
Consumption... 10,066,000	13,081,000	
Estimated population... 235,700	205,861	

Consumption per head per day... 14.0 21.3 gallons

Rider mains in operation during the whole of November, 1906.

Constant supply in all districts during the whole of November, 1907.

The return of consumption is subject to error owing to the difficulty of accurate measurement whilst the extension works at Albany Filter Beds are in progress.

KOWLOON WATER WORKS.

LEVEL.

	1906.	1907.
Kowloon Gravitation Reservoir... (2' 5" below)	overflow	overflow

STORAGE GALLONS.

	1906.	1907.
Kowloon Gravitation Reservoir... 127,817,000	127,817,000	

Note.—The supply from the original intake was discontinued at the end of 1906, but the gravitation works have not been sufficiently advanced to justify publishing returns of the storage.

Consumption in Kowloon during the month of November:—

	1906.	1907.
Consumption... 14,095,000	20,681,000	
Estimated population... 8,000	83,500	

Consumption per head per day... 5.7 8.5 gallons

The Government Analyst reports that the water is of excellent quality.

W. CHATHAM, Water Authority.

A VLADIVOSTOK telegram to the *Asahi* reports that the recent naval mutiny there caused the conduct of the Commander of the Naval Station to be called into question. He has consequently been transferred to the command of the cruiser *Amatsuki*, and Capt. Mieschke, of the Baltic Squadron, has been appointed in his place.

The men who are to be court-martialled in connection with the mutiny include one hundred and thirty-two petty officers of the Torpedo Division, the crews of the warship *Asakura* and the destroyer *Yodanis*, *Scoriot* and *Tsurumaru*, sixty-eight petty officers of the Siberian Naval Division, and the Captains of the *Tromol* and *Yamaguchi*. They will be tried simultaneously before the court.

—Kobe Herald.

CANTON DAY BY DAY.

THE VICEROY "AT HOME."

[From Our Own Correspondent.]

Canton, 12th December.
This morning, H. E. the Viceroy received the French Consul-General of this port. VICEROY AND COMMODORE.
This afternoon, Commodore Li Choh by order of the Viceroy will call on the British Consul-General to discuss matters regarding the West River patrol service.

LIKIN DUES.

The collection of likin dues for the latter half of the tenth moon is Taels 59,521.93, which does not tally as very much.

RAILWAY ACCIDENT.

On the 10th instant, a train going to Saiman from Canton on approaching the Shang'ak village ran over a servant girl, who was killed instantaneously.

H. G. BROWN AND COMPANY, LIMITED.

IN LIQUIDATION.

The report of the liquidator for presentation at a general meeting of shareholders, to be held on 4th January, reads:
The Liquidator now begs to present to Shareholders the Final Statement of the Company's Accounts made up to September 30th, 1907.

The amount at debit of Profit and Loss Account at the time the Company went into liquidation was \$122,940.52

To this had to be added the amount that appeared in the Company's books as value of Goodwill 41,400.00

164,340.52

The losses on winding up amount to 101,864.19

\$62,476.33

Brig "Enrique."—Although the Spanish Authorities gave the Company's representative in Manila a written guarantee to indemnify the Company if this vessel was lost or damaged while in their hands, I have found it impossible to collect the Company's claim against the Spanish Government for the loss of this vessel. The vessel was taken by the Spanish Admiralty, filled with stones and sunk at the mouth of Subig Bay, to prevent the entrance of the American fleet.

"Sundry Debtors" consist entirely of advances to labourers and when the Company ceased operations, the men were thrown out of employment and were quite unable to repay the advances made to them by the Company.

The sum available for distribution is \$3,795.39

And this I propose to deal with as follows:—

To distribute \$2.60 per share on 6,000 shares 15,600.00

Leaving a balance of 195.39

To meet incidental expenses, which I hope will meet with your approval.

J. WHELEBY, Liquidator.

10th November 1907.

STATEMENT OF ACCOUNTS TO THE 30TH SEPTEMBER, 1907.

Dr. Liabilities \$ c.

Capital:— 6,000 shares each \$500 paid up 3,000,000.00

Less amount of 1st distribution of assets 30,000.00

27,000.00

Less amount of final distribution of assets 3,000.00

24,000.00

Sundry creditors 11,014.27

Less amount of claims liquidated 11,014.27

\$13,000.00

Cr. Assets.

Hongkong and Shanghai Bank, cash with 4,005.39

Less amount of 1st distribution uncollected 210.00

\$3,795.39

Less provision for final distribution of assets 3,600.00

195.39

Balance of profit and loss account 266,201.61

\$266,400.00

LIQUIDATION ACCOUNT.

Dr. \$ c.

To bring "Enrique" book value 12,150.00

To sundry debtors 8,338.99

To Hanahian cutting, book value, balance of 7,500.00

To claims liquidated, balance of 1,769.70

To liquidation expenses in the Philippine Islands and Hongkong 8,869.69

\$38,648.38

PROFIT AND LOSS ACCOUNT.

Dr.

To balance as per last account 247,407.5

To balance of Liquidation A/c brought down 302.83

\$247,710.33

Cr.

By amount of purchase money collected 57,500.00

By interest 940.75

By balance carried to profit and loss account 30,208.53

\$58,649.28

SIMPLE SIMON & HIS FRIEND.

COUNTRY FARMER WHO TURNED AMATEUR DETECTIVE.

Much mirth was created in police circles this afternoon over a report a Chinese farmer made in the charge-room at the police station. The man, Chan To, arrived here too late to witness the monster procession, but, nevertheless, "as he was in the Colony, he might as well remain and see the place." This was exactly what he did. While walking along Queen's Road Central yesterday afternoon "taking in" everything, a stranger called his attention to some dirt which someone had placed on his left shoulder. Chan was much obliged and proceeded to brush it off with his right hand. In doing so a hand slipped into his pocket, and a \$5 bill changed ownership. Exit thief. The farmer felt the hand, but believed he was justified by somebody. About ten seconds later he became suspicious and felt for his money, which was gone. Instead of doing the proper thing which nearly every man would have done under ordinary circumstances—invoke the aid of the police—Chan To retraced his steps and loitered at shop after shop along the road if they had seen the robbery, if the thief was known to them, and could he be traced? At one shop the patience of one of the folk evaporated and he was fired out. To spite them all Chan there and then turned amateur detective and went about to track the thief. In fiction he would have succeeded with glory and adventure. Chan did not win any glory, but he nearly got the adventure—and a tough one it would have been too—when his deductions went to an innocent-looking coolie, carrying a nice-sized bamboo pole, who threatened to lay out Chan if he insisted that he was the son of thieves. A glance at the coolie and the pole made Chan forget his loss and, apologetically, he went home. At about one o'clock to-day—exactly twenty-four hours after the robbery—he arrived at the police station and lodged his report. The police are inquiring into the matter, but there is no hope of Chan To's getting back his money.

THE LATE MR. F. RINGER.

MEMORIAL SERVICE AT NAGASAKI.

Mr. F. Ringer, whose death at Norwich, England, was briefly reported in our issue of Thursday, was born at Norwich in 1834. He came to the East in 1864, says the *Nagasaki Press*, residing at Canton, Amoy, and Shanghai for brief periods, and in August, 1895, went to Nagasaki to join the firm of Messrs. Glover & Co. as tea-taster. The following year he started, with Mr. E. Z. Holmes, the firm of Messrs. Holmes, Ringer & Co. Mr. Holmes retired from the firm after it had been established about one year and thenceforward Mr. Ringer remained the head of the firm. Mr. J. C. Smith, of Ayer, Scotland, was admitted into partnership, continuing in the firm until 1899, when he returned home. In 1883, deceased married Mrs. Edmund Pye, nee Gower, of Amoy, and leaves two sons and a daughter. Mr. Ringer left Nagasaki in June this year for Tokyo, where he stayed the summer, and then proceeded to England, arriving there at five weeks ago. Mrs. Ringer and the youngest son are in England. The deepest sympathy for the family is felt by the whole community at the great loss sustained.

Mr. Ringer's long association with Nagasaki was not devoted solely to the development of the business with which he was so closely identified. He took a keen interest in everything which concerned the welfare of the foreign community, and was an enthusiastic sportsman. His hospitality was boundless, although his own habits of life were simple to a degree, and the news of his death will be received with regret in all parts of the world by shipping men and others whose travels have taken them to Nagasaki.

The deceased gentleman was the doyen of the Nagasaki Consular body. He was Consul for Belgium and early this year received the First Civil Order from King Leopold for his services in that capacity for over 25 years. He was also Consul for Norway and Denmark and Acting Vice-Consul for Portugal. The Consulate flags were flown at half-mast as a token of respect.

Telegraphic advice having been received at Nagasaki from England that the funeral service would take place at Norwich at 11 a.m. on the 2nd instant, arrangements were made for a memorial service to be held at Messrs. Holmes, Ringer & Co.'s offices at that hour.

Mr. F. E. Ringer, the eldest son, was present at the service, which, in accordance with a wish expressed by deceased, was conducted by the Rev. A. R. Fuller and was attended only by the staff and employes of the firm and a few of Mr. Ringer's most intimate friends. Mr. Fuller paid a worthy tribute to the deceased in a brief address. After commending upon Mr. Ringer's long connection with Nagasaki and the Far East, he stated that one of his chief characteristics was the great virtue of sincerity, a hatred of cant and sham. Another was generosity. Mr. Fuller said that he believed all present had experienced it and would bear him out in the statement that Mr. Ringer derived much pleasure from the exercise of that virtue, especially with regard to the produce of his wonderful gardens. Much, however, of what Mr. Ringer had done for his fellows was known only to the recipients of his kindness, and in some cases the latter were unaware of the source from which the help came. The generosity was not confined to those with whom Mr. Ringer came into contact; the deceased had rendered substantial assistance to many in the home land whom he did not know and who did not know him and had probably never heard of him. Portions of the burial service of the Church of England were then read and concluded the ceremony, which by its simplicity was in full accord with the known wishes of deceased.

The interment took place in the family vault at the Rectory, Thorpe Road, Norwich.

To-day's Advertisement.

PUBLIC AUCTION.

THE Undersigned have received instructions from Mrs. STUART to sell by PUBLIC AUCTION, on

FRIDAY, the 20th December, 1907, at 2.30 p.m., within her residence, No. 4, Lochiel Terrace, Kowloon,

THE WHOLE OF HER VALUABLE HOUSEHOLD FURNITURE, THEREIN CONTAINED, comprising:—

PUSH-COVERED DRAWING ROOM SUITE, TEAKWOOD OVERMANTLES with BEVELLED GLASS, SILK-EMBROIDERED PICTURES, SCREENS, TEAKWOOD SIDEBOARDS with BEVELLED GLASS, DINING TABLE and CHAIR, DINNER WAGGONS, DINNER SERVICES, GLASS and E. WARE, BRASS MOUNTED IRON BEDHEADS and BEDDING, TEAKWOOD WARDROBE with BEVELLED GLASS, MARBLE-TOP BUREAU with BEVELLED GLASS, CHEST-OF-DRAWERS, &c.;

ALSO ONE COTTAGE PIANO by F. Dorn & Sohn, Stuttgart;

AND A quantity of PALMS in POTS. Catalogues will be issued. Terms—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 13th December, 1907. [1092]

VOLUNTEER CORPS ORDERS.

ORDERLY OFFICER.

Corps Orderly Officer for week ending 21st December, 1907, Lieut. J. A. T. Plummer.

ALL UNITS.

Parade.—At headquarters at 5.30 p.m. on Monday, the 16th instant, for infantry drill. Sergt. Downes, 3rd Middlesex Regt., will attend.

ARTILLERY UNITS.

Parade.—At headquarters at 5.30 p.m. on Tuesday, the 17th instant, for 15 pdr. B. L. gun drill. Sergt. White, R.G.A., will attend.

Parade.—At headquarters at 5.30 p.m. on Wednesday, the 18th instant, for Maxim gun drill. Sergt. Windsor, R.G.A., will attend.

ENGINEER COMPANY.

Parade.—At West Fort, Kowloon, at 6 p.m. on Wednesday, the 18th instant, for technical instructions.

TAIKOO DETACHMENT.

Parade.—At Taikoo at 5.30 p.m. on Thursday, the 19th instant, for gun drill. Sergt. White, R.G.A., will attend.

RESIGNED.

Gunner E. L. Hornibrook is permitted to resign on leaving the Colony with effect from this date (9th inst.).

LEAVE.

Lieut. J. S. Gubbay is granted leave of absence out of the Colony for 10 months with effect from the 5th instant.

Trooper E. A. Hankey is granted leave of absence out of the Colony for 10 months with effect from this date (9th inst.).

RIGHT HALF NO. 2 COMPANY.

The competition held on 24th November, has been cancelled as a subscription cup shoot, owing to the failure of notices to reach members in time.

A spoon was won by Bobb. Jackson, 79-4-9-88.

The first shoot for the subscription cups 1907-8 will take at Tai Hang Rifle Range, on Sunday, the 22nd instant; the range will be opened at 9 a.m. and closed as soon after 9.30 as possible.

Any member unable to shoot on the Sunday may do so on the preceding Saturday, on notifying the hon. sec. of that proper arrangements may be made.

Competitors must bring their own ammunition as none will be obtainable on the range. Subscriptions (\$2 each) should be forwarded to Sergt. A. J. Darby, the hon. secretary of the Shooting Committee.

LEFT HALF NO. 2 COMPANY.

Members are reminded that the second shoot of the series of monthly competitions takes place at Tai Hang Range on Sunday next, December 15th. Shooting commences at the 700 yards range at 9.30 a.m.

WHITE HORSE TROPHY.

The rifle match with the Volunteer Reserve Association for the White Horse Trophy will take place on the King's Park Range on Saturday, 21st instant, at 2.30 p.m. sharp. The following will form the Volunteer team:—

Captain G. G. Wood, C.S.M., Andrew, Sergeant Lapsley, B. W. Grey, Sergt. Marshall, Bombardier Sorby, Gunners J. Coles, G. Duncan and McGillivray, and Sapper Haines.

Reserves:—Sergeant Darby, Gunner Anderson.

Uniform need not be worn.

GYMNASTIC CLASS.

On Wednesday and Friday at 8.45 p.m.

COMMERCIAL.

TO-DAY'S EXCHANGER.

Selling.

London—Bank T.T. 1/11 1/2

Do. demand 1/11 1/2

Do. 4 months sight 1/11 1/2

France—Bank T.T. 2/3 1/2

Germany—Bank T.T. 1/10 1/2

India T.T. 1/10 1/2

Shanghai T.T. 1/10 1/2

Singapore T.T. 1/10 1/2

Japan—Bank T.T. 1/10 1/2

Yokohama T.T. 1/10 1/2

Bank of England 1/10 1/2

Bank of France 1/10 1/2

Bank of India 1/10 1/2

Bank of China 1/10 1/2

Bank of Japan 1/10 1/2

Bank of Korea 1/10 1/2

Bank of Siam 1/10 1/2

Bank of Persia 1/10 1/2

Bank of Egypt 1/10 1/2

Bank of Greece 1/10 1/2

Bank of Italy 1/10 1/2

Bank of Spain 1/10 1/2

Bank of Portugal 1/10 1/2

Bank of Russia 1/10 1/2

Bank of Austria 1/10 1/2

Bank of Prussia 1/10 1/2

Bank of Saxony 1/10 1/2

Bank of Bavaria 1/10 1/2

Bank of Württemberg 1/10 1/2

Bank of Baden 1/10 1/2

Bank of Hesse 1/10 1/2

Bank of Rhine 1/10 1/2

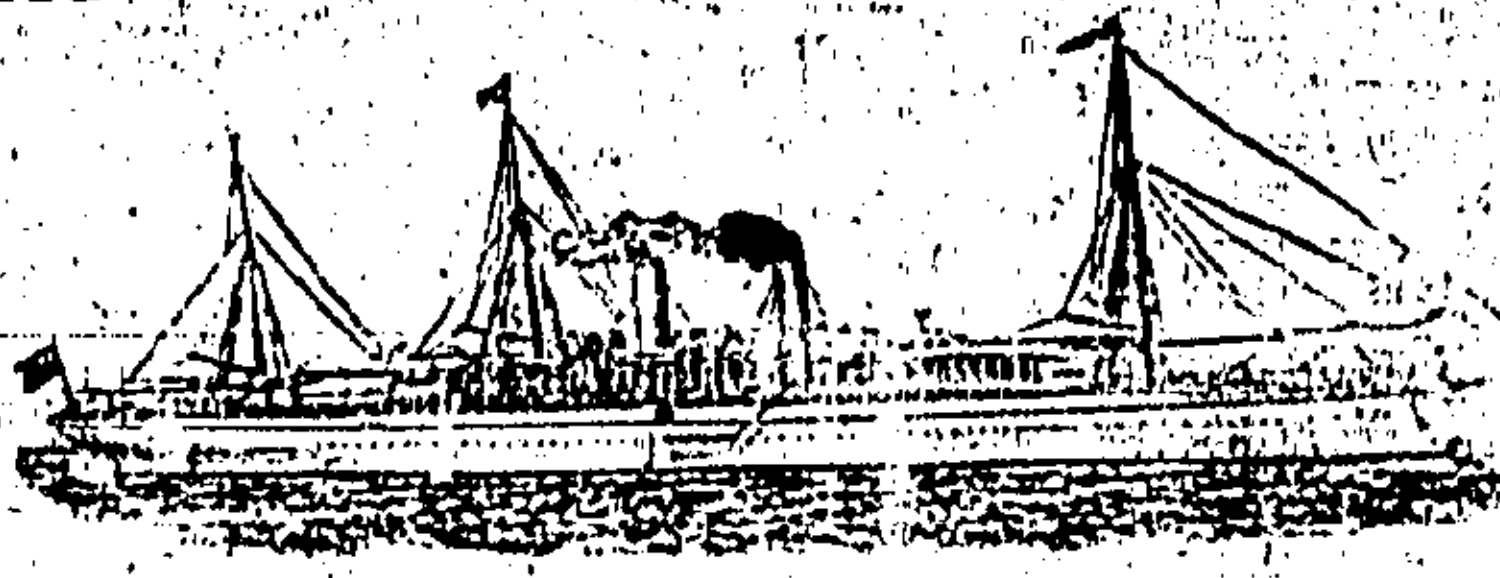
Bank of Palatinate 1/10 1/2

Bank of Nassau 1/10 1/2

Bank of Hanover 1/10 1/2

Bank

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific in the "Empress Line." Savings, \$5 to 10 Days' Ocean Travel.

11 Days HONGKONG TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF CHINA"	6,000	THURSDAY, Dec. 19th	Jan. 6th
"EMPERESS OF INDIA"	6,000	THURSDAY, Jan. 16th	Feb. 3rd

"EMPERESS" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the YANAGI MARU), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Patriotic "EMPERESS" Steamships, 14,500 tons register. The through passage to LIVERPOOL being 22 days, from YOKOHAMA, and 24 days from HONGKONG.

Hongkong to London, 1st Class, 27th St. Lawrence River Lines or New York £71.10.
Hongkong to London, Intermediate or 1st Class, 27th St. Lawrence River Lines or New York £42.

Steamers, and 1st Class on Railways, 27th St. Lawrence River Lines or New York £42.

First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carries "Intermediate" passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all ports and AROUND THE WORLD.

SPECIAL RATES (First Class only) granted to Missionaries, Members of the Naval, Army, Diplomatic and Civil Services, and to the Chinese Officials in the Service of China.

For full particulars, apply to the Agents, Messrs. Jardine, Matheson & Co., Ltd., 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
SINGAPORE, SAMARANG and SOERABAYA	ONSANG	SATURDAY, 14th Dec., 3 P.M.
SHANGHAI	WAISHING	SUNDAY, 15th Dec., Daylight
MANILA	LOONGSANG	FRIDAY, 20th Dec., 4 P.M.
SANDAKAN	MAUSANG	FRIDAY, 20th Dec., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE and MOI	FOOKSANG	SATURDAY, 28th Dec., 3 P.M.
SINGAPORE, PENANG & CALCUTTA, KUISANG		TUESDAY, 31st Dec., 3 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

	Single.	Return.
Hongkong to Singapore 1st Class	\$ 65	\$ 100
Penang " "	85	130
Calcutta " "	165	250

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chioo, Tientsin, via Ching-Wan-Tau, and Yangtze River.

‡ Taking Cargo on through Bills of Lading to Kuddat, Lahad, Dato, Simporea, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LD.,
General Managers.

Hongkong, 13th December, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL

FOR	STEAMERS	TO SAIL
SWATOW & SHANGHAI	KUUKANG	14th Dec., 4 P.M.
CEBU & ILOILO	KAIFONG	14th " "
MANILA	TEAN	17th " "
SHANGHAI	SHAOHONG	21st " "
HOIHOW & HAIPHONG	SINGAN	22nd " daylight
MANILA	TAMING	24th " 4 P.M.
SHANGHAI	YUOHOW	27th " "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 13th December, 1907.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 14th Dec., 1907.
RUBI	2540	Almond	MANILA	SATURDAY, 21st Dec., 1907.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 9th December, 1907.

CHINA & MANILA STEAMSHIP CO., LIMITED.

MANILA CARNIVAL.

A CARNIVAL is to be held in MANILA under Government auspices during the week commencing 31st FEBRUARY, 1908. As an inducement to Hongkong residents to participate in this important event, besides enjoying a day of reasonable length, we have decided to despatch our steamer "RUBI" on FRIDAY, 31st January, in the evening instead of at Noon on Saturday. The steamer will, therefore, reach Manila early on Monday morning, and in order that the full week's festivities may be enjoyed we will not despatch the steamer from Manila until SUNDAY morning, 9th February, at Daylight. Steamer will reach Hongkong again on the afternoon of Tuesday, 11th February.

We have arranged a special fare for this round trip of \$50, and we trust to secure sufficient passengers to justify our having offered this inducement.

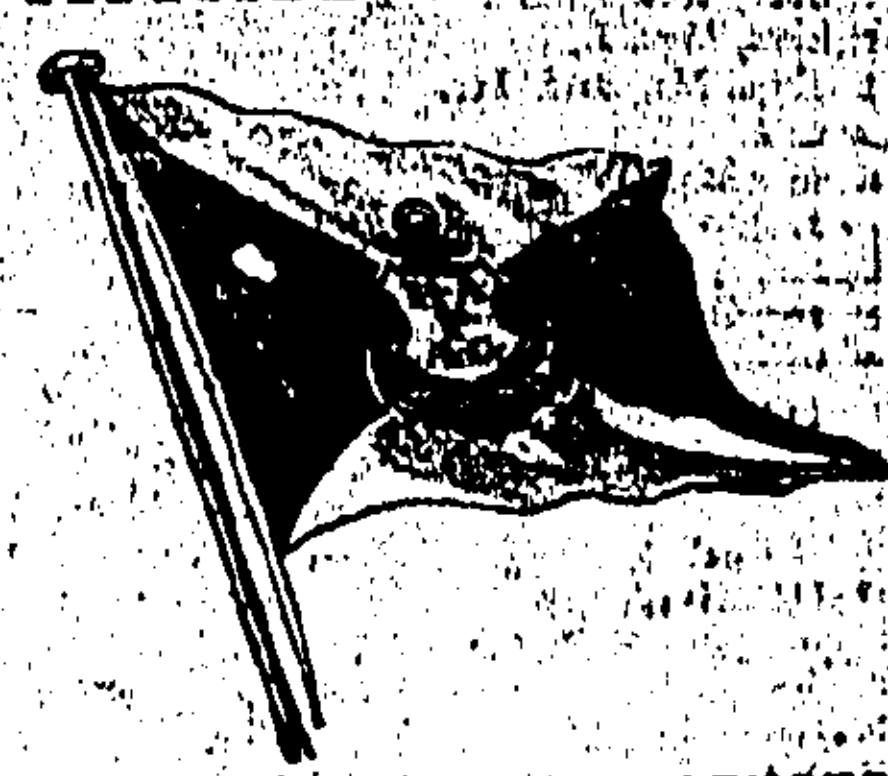
For further particulars, apply to the Undersigned.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 12th December, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.



167,000 Tons

with

916,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA—HABSBURG—HOHENSTAUFEN—SILESIA—SCANDIA.
HIGHEST COMFORT, ONLY
LOWER BERTHS.
Laundry on-board, Cabin Stewardesses carried.
Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.
NEXT SAILINGS FROM HONGKONG.

Outward.

HABSBURG	21st Dec.
RHENANIA	21st Jan., 1908
HOHENSTAUFEN	22nd Feb., 1908

Homeward.

SCANDIA	8th Jan., 1908
HABSBURG	29th Jan., 1908
RHENANIA	26th Feb., 1908
HOHENSTAUFEN	25th March, 1908

Hongkong, 28th November, 1907.

HONGKONG-NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

Steamship To sail

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 2nd December, 1907.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE

BETWEEN

HONGKONG, CALLAO

AND

IQUIQUE via JAPAN PORTS

(KARATSU, KOBE and YOKOHAMA).

With liberty to call at HONOLULU and SALINA CRUZ.

Steamers Tons To sail

KATHERINE PARK 6,000 TUESDAY, 24th inst., Noon

KASATO MARU 6,100 TUESDAY, 24th inst., Noon

Some time in March, 1908.

Taking Freight and Passengers to other eastern and western coast ports of South America, in connection with Steamers of the Pacific S. N. Co.

For further information as to Freight and Passage, apply to

K. MATSUDA, Manager, Yokohama Building.

Hongkong, 10th December, 1907.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM"

Captain St. John George, will be despatched as above, on SATURDAY, the 28th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 6th December, 1907.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TAI" Capt. H. W. WALKER.

"KWONG SUN" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unsurpassed Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey \$4.

Meals (Sunday excepted) \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,

SHIU ON S.S. CO., LD.,

No. 5, Queen's Road West.

Hongkong, 3rd July, 1907.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NILE"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 13th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 6th December, 1907.

FROM NEW YORK.

THE H. A. L. Steamship

"VANDALIA"

Captain Vahel, having arrived from the above port, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 7th December, 1907.

HAMBURG-AMERIKA LINIE.

THE H. A. L. Steamship

"DORTMUND"

Captain Malchow, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 9th December, 1907.

S.S. "ARMAND BEHIC"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. Meloc and Charente, from St. Nazaire ex s.s. Ville de Rochefort, and from Bordeaux ex s.s. Leroy Lallier, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 6 P.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after MONDAY, the 16th December, at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 16th December, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 16th December, at 3 P.M.

No Fire Insurance has been effected.

J. MILLET, Agent.

Hongkong, 9th December, 1907.

Intimations.

PA'ST BREWING COMPANY, MILWAUKEE.

FRESH SUPPLIES

ALWAYS KEPT IN STOCK

BY

SIEMSEN & Co., Agents for

HONGKONG & SOUTH CHINA.

Hongkong, 29th July, 1907.

NOTICE.

THE Public are hereby informed that a change has been made in the Rates of Subscription to the Hongkong Telegraph, and they are warned against paying more than

TEN CENTS (10 cts) per Single Copy.

THE MANAGER, Hongkong Telegraph Co., Ltd.

Hongkong, 12th December, 1907.

Intimations.

PA'ST BREWING COMPANY, MILWAUKEE.

FRESH SUPPLIES

ALWAYS KEPT IN STOCK

BY

SIEMSEN & Co., Agents for

HONGKONG & SOUTH CHINA.

Hongkong, 29th July, 1907.

NOTICE.

THE Public are hereby informed that a change has been made in the Rates of Subscription to the Hongkong Telegraph, and they are warned against paying more than

TEN CENTS (10 cts) per Single Copy.

THE MANAGER, Hongkong Telegraph Co., Ltd.

Hongkong, 12th December, 1907.

Intimations.

PA'ST BREWING COMPANY, MILWAUKEE.

FRESH SUPPLIES

ALWAYS KEPT IN STOCK

BY

SIEMSEN & Co., Agents for

HONGKONG & SOUTH CHINA.

Hongkong, 29th July, 1907.

NOTICE.

THE Public are hereby informed that a change has been made in the Rates of Subscription to the Hongkong Telegraph, and they are warned against paying more than

TEN CENTS (10 cts) per Single Copy.

THE MANAGER, Hongkong Telegraph Co., Ltd.

Hongkong, 12th December, 1907.

WEATHER FORECASTS AND STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the "Water Police Station" in the Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

Signal No.

Shipping.

Arrivals.
Wongkol, Br. s.s., 1,111, W. Reher, 11th Dec.,
—Saigon 5th Dec. Rice and Meal—B. &
S.
Kohlschlag, Ger. s.s., 1,109, C. Roselisky,
12th Dec. —Bangkok and Saigon
12th Dec. —Bangkok and Saigon
Fakura Maru, Jap. s.s., 1,107, H. Sakamoto,
12th Dec. —Molli 7th Dec. Coal—M. B.
G. K.
Ningpo, Br. s.s., 1,128, F. Richards, 12th Dec.,
—wauw 11th Dec. Gen.—B. & S.
Telomachus, Br. s.s., 1,147, J. Williamson, 12th
Dec. —Saigon 4th Dec. Rice and Gen.—
W. P. Seng.
Germania, Ger. s.s., 1,175, H. Lorenzen, 12th
Dec. —Haiphong 12th Dec. and Hoihow
12th Dec. —B. & S.
Mongolia, Am. s.s., 8,750, R. H. Hathaway,
12th Dec. —San Francisco 10th Nov.
Honolulu 12th Dec. Yokohama 12th Dec. Kobe
7th Dec. Nagasaki 8th Dec. and Shanghai 11th,
12th Dec. —P. M. S. S. Co.
Hollat, Ger. s.s., 1,155, O. Sach, 12th Dec.,
—Haiphong 10th Dec. Gen.—B. & S.
Wilmington, Am. gunboat, 1,597, G. M. W.
Rush, U.S.N., 13th Dec. —Manila 10th
Dec.
Hallen, Fr. s.s., 377, L. Andersen, 13th Dec.,
—Hoihow 11th Dec. Gen.—A. R. M.
Klunkang, Br. s.s., 1,228, H. A. Wavell, 13th
Dec. —Canton 12th Dec. Gen.—B. & S.
Chinkiang, Br. s.s., 1,229, F. Robertson, 13th
Dec. —Canton 12th Dec. Gen.—B. & S.
Pisanulok, Ger. s.s., 1,157, D. Reimers, 13th
Dec. —Bangkok 1st Dec. Gen.—B. & S.
Fausang, Br. s.s., 1,110, H. S. Malkin, 13th
Dec. —Shanghai via Swatow 8th Dec.
Go —M. & C.
Kowloon, Ger. s.s., 2,126, A. Enright, 13th Dec.,
—Molli 8th Dec. Gen.—H. A. L.
Teau, Br. s.s., 1,316, L. Outerbridge, 13th Dec.,
—Manila 10th Dec. Gen.—B. & S.

Clearances at the Harbour.

Samson, for Swatow.
Laird, for Saigon.
Hollat, for Shanghai.
Kowloon, for Haiphong.
Hoihow, for Swatow.
Chinkiang, for Amoy.
Arratoon Apeur, for Shanghai.
Hoihow, for Swatow.
Macduff, for Molli.
Fausang, for Canton.
Yuenyang, for Manila.
Sado Maru, for Kobe.
Zafra, for Manila.
Triton, for Manila.

Departures

Dec. 13.
Delhi, for Shanghai.
Hoihow, for Coast Ports.
Yabaki Maru, for Singapore.
Kowloon, for Swatow.
Macduff, for Molli.
Bachuan, for Saigon.
Ningpo, for Canton.
Klinging, for Canton.
Triton, for Australian Ports.
Yuenyang, for Manila.
Hoihow, for Shanghai.
Arratoon Apeur, for Shanghai, &c.

Passengers arrived.

Per Mongolia, from San Francisco—Messrs.
M. W. Crook, F. A. Crook, J. M. Daily, Miss
Mary M. Butler, Mr. M. A. J. Francis,
Mr. T. Gribayedoff, Mrs. A. Guffy, Messrs. W.
Harper, W. J. Hennessy, L. J. C. Kien, Miss H.
Lewis, Mr. M. N. Limlap, Mrs. M. E. M. Mason,
Messrs. G. N. Que, H. W. Pahl, John H. Peters,
Mr. and Mrs. W. J. P. Pahl, Miss E. E. Pahl,
Hutton Pahl, Mr. C. D. Russell, Mr. S. Shue
Loui Shee, Messrs. Marcus Sternberger, D. J.
Sullivan, Miss H. S. Wallace, Mr. and Mrs. H.
L. White, Miss N. L. Winer, and Mr. D. F.
Malony, from Yokohama—Major W. P. P.
and Mrs. Phister, U.S.A., Miss B. D. Phister,
Major and Mrs. A. M. Smith, and Master
Richard Smith. From Kobe—Messrs. J. W.
Bauer, D. Bauer, T. D. Cowbrey, M. Kruger,
H. S. Knox, F. S. Laskie and S. Welmer.
From Shanghai—Mr. and Mrs. L. H. H. H.
A. Chandler, Dr. and Mrs. G. E. Gondel and
servant, Mr. W. I. Higgins, Mr. and Mrs. E.
S. Kadourie, servant and maid, Rev. J. S. Miller,
Mr. Thos. Reath, Prof. Dr. H. Schaudland,
Miss M. Schaudland, Messrs. H. G. Tewes,
J. A. Wattle and servant, J. B. White, 265
Chinese, and 1 Japanese.

Shipping Reports.

Str. Italian, from Hoihow:—Fresh breeze,
high sea.
Str. Ningpo, from Swatow:—Moderate to
fresh Northerly wind and fine weather.
Str. Mongolia, from Saigon:—Very strong
monsoon moderate rough sea and strong wind.
Str. Mongolia, from Shanghai:—Fine
weather, fresh N.E. winds in Formosa Channel.
Str. Fausang, from Shanghai, &c.:—Strong
N.E. monsoon and heavy sea to Swatow then
moderate monsoon and sea.

December 13th, 1907, a.m.

Vindivostock, 7 a.m. — NW 8
Nemuro, 7 a.m. — NW 8
Hakodate, 7 a.m. — NW 8
Tokio, 7 a.m. — NW 8
Nagasaki, 7 a.m. — NW 8
Kobe, 7 a.m. — NW 8
Osaka, 7 a.m. — NW 8
Yokohama, 7 a.m. — NW 8
Manila, 7 a.m. — NW 8
Cebu, 7 a.m. — NW 8
Batavia, 7 a.m. — NW 8
Sourabaya, 7 a.m. — NW 8
Singapore, 7 a.m. — NW 8
Penang, 7 a.m. — NW 8
Calcutta, 7 a.m. — NW 8
Bombay, 7 a.m. — NW 8
Colombo, 7 a.m. — NW 8
Panama, 7 a.m. — NW 8
Colon, 7 a.m. — NW 8
Santo Domingo, 7 a.m. — NW 8
Sanchez, 7 a.m. — NW 8
San Pedro de Macoris, 7 a.m. — NW 8
San Juan, 7 a.m. — NW 8
San Francisco de Macoris, 7 a.m. — NW 8
Sanchez, 7 a.m. — NW 8
San Pedro de Macoris, 7 a.m. — NW 8
San Juan, 7 a.m. — NW 8
San Francisco de Macoris, 7 a.m. — NW 8

VESSELS IN PORT

Steamers

Anglin, Ger. s.s., 1,001, Chr. Kumpel, 6th
Dec. —Saigon 3rd Dec. Rice and Meal—
B. & S.
Asia, Br. s.s., 4,975, Harry Gaukroger, 6th
Dec. —San Francisco 10th Nov. Honolulu
12th Dec. Yokohama 12th Dec. Kobe 7th
Dec. and Shanghai 11th, 12th Dec. —
Gen.—O. & S. S. Co.
Borneo, Ger. s.s., 1,144, F. G. Smith, 6th Dec.,
—Sandakan 30th Nov. Timber and Gen.—
M. & C.
Counfield, Br. s.s., 4,177, J. W. S. W. S. W., 11th
Dec. —Ching-wang-tai via Chetoo 7th
Dec. —B. & S.
Drukar, Nor. s.s., 1,103, J. B. B. B., 5th Dec.,
—Bangkok 2nd Dec. Gen.—M. & C.
Empress of China, Br. s.s., 3,046, R. Archibald,
s.s., 19th Nov. —Vancouver, B.C., 29th
Oct. and Shanghai 17th Nov. Mails and
Gen.—C. P. R. Co.
Glenesk, Br. s.s., 2,374, J. Rafferty, 30th Nov.,
—Salina Cruz 16th Nov. Ballast—C. M.
S. S. Co.
Holstein, Ger. s.s., 685, A. Niejohn, 11th Dec.,
—Swatow 10th Dec. Gen.—I. & C.
Hongkong, Fr. s.s., 712, A. Cornillon, 12th
Dec. —Haiphong and Hoihow 11th Dec.,
—Gen.—A. R. M.
Jacob Diederichsen, Ger. s.s., 639, H. H. H.,
8th Dec. —Hoihow 7th Dec. Gen.—J. &
Co.
John Maru, Jap. s.s., 705, H. S. Smith, 11th
Dec. —Swatow 10th Dec. Gen.—O. & S.
Kaitong, Br. s.s., 984, Mathias, 11th Dec.,
—Hoihow 6th Dec. Ballast—B. & S.
Mala, Br. s.s., 1,390, E. A. Peters, 12th Dec.,
—Shanghai 10th Dec. Mails and Gen.—
P. & O. S. N. Co.
Mandarin Maru, Jap. s.s., 4,411, P. Hallstrom,
10th Nov. —Japan 21st Nov. Coal—M. B.
K.

DOCK RETURNS

HONGKONG AND WHAMPOA DOCKS.
Neil McLeod, at Kowloon Dock.
Germania, at Whampoa Dock.
Woolwich, at Whampoa Dock.
Borneo, at Whampoa Dock.
Nippon, at Whampoa Dock.
Taiwan, at Whampoa Dock.
Glenesk, at Whampoa Dock.
Engineer, at Whampoa Dock.

Post Office.

The time of posting ordinary letters with an
extra fee of 10 cents intended to be despatched
by the English and French Mails to Europe has
now been extended till noon.

A Mail will close for:

Haiphong—Per Kowloon, 14th Dec. 8 A.M.
Haiphong—Per Hongkong, 14th Dec. 9 A.M.
Bangkok—Per Bangkok, 14th Dec. 10 A.M.
Shanghai, Nagasaki, Kobe, Yokohama,
Hosohiro and San Francisco—Per Asia, 14th
Dec. 10 A.M.
Europe, India, via Taittiri—Per
India, 14th Dec. 11 A.M.
Manila—Per Zafra, 14th Dec. 11 A.M.
Swatow and Bangkok—Per Drukar, 14th
Dec. 1 P.M.
Macao—Per Sul Tai, 14th Dec. 1 P.M.
Singapore, Samarang and Sourabaya—Per
Ontang, 14th Dec. 2 P.M.
Swatow and Shanghai—Per Kinkiang, 14th
Dec. 3 P.M.
Shanghai—Per Waihow, 14th Dec. 5 P.M.
Hoihow and Pakhoi—Per Hallan, 14th Dec.
5 P.M.
Swatow, Amoy and Tamsui—Per Jostin
Maru, 14th Dec. 8 A.M.
Hongkong—Per Chikping, 14th Dec. 9 A.M.
Kudat and Sandakan—Per Borneo, 17th
Dec. 8 A.M.
Swatow, Amoy, Foochow and Shanghai—Per
Sado Maru, 17th Dec. 8 A.M.
Manila—Per Tain, 17th Dec. 3 P.M.
Europe, India, via Taittiri—Per
Prins Regent Luitpold, 18th Dec. 11 A.M.
Durban—Per Courtfield, 10th Dec. 10 A.M.
Shanghai, Nagasaki, Kobe, Yokohama,
Victoria and Vancouver, (B.C.)—Per Empress
of China, 19th Dec. 3 P.M.
Batavia, Cherbon, Samarang, Sourabaya and
Macassar—Per Taittiri, 10th Dec. 3 P.M.
Manila—Per Zafra, 20th Dec. 3 P.M.
Sandakan—Per Borneo, 20th Dec. 3 P.M.
Manila—Per Zafra, 21st Dec. 11 A.M.

VISITORS AT THE HOTELS.

Kowloon.
Cor. R. N. L. Com. Morris, J.
H. B. Stone, P. E. F.
Hope, Mr. and Mrs. J. T. T. Capt. and
children
Messrs. A. Valenzuela, Dr. F.
Lewis, E. Cornwell.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	H.P.	CAPTAIN.	LAST REPORTED
Alacrity	despatch-vessel	700	4	3,000	Commander E. L. T. Leatham	Hongkong
Alacrity	cruiser, 2nd class	4,360	10	7,000	Captain C. L. Vaughan-Lee	Shanghai
Bedford	cruiser, 1st class	9,500	14	22,000	Captain S. E. Erskine	Canton
Bramble	river gunboat	710	6	900	Lieut.-Commander E. G. W. Davidson	Yangtze
Huntmont	river gunboat	710	6	900	Lieut.-Commander W. L. Bamber	Yangtze
Calcutta	river gunboat	1,070	6	1,400	Commander B. L. Majendie	West River
Chenab	river gunboat	1,070	6	1,400	Commander B. L. Majendie	West River
Clio	torpedo boat destroyer	306	6	5,700	Commander C. D. S. Raikes	West River
Flora	torpedo boat destroyer	306	6	5,700	Lieut.-Commander A. L. Gresson	West River
Flora	torpedo boat destroyer	306	6	5,700	Captain Roland Nugent	Shanghai
Flora	torpedo boat destroyer	306	6	5,700	Lieut.-Commander W. H. Darwall	West River
Flora	torpedo boat destroyer	306	6	5,700	Lieut.-Commander D. A. Freeman	Hongkong
Flora	torpedo boat destroyer	306	6	5,700	Captain C. C. A. Maréchal	Canton
Flora	torpedo boat destroyer	306	6	5,700	Captain C. F. Thureby	Hongkong
Flora	torpedo boat destroyer	306	6	5,700	Lieut.-Commander S. H. Tennison	Yangtze
Flora	torpedo boat destroyer	306	6	5,700	Commander P. H. Walter	Kudat
Flora	torpedo boat destroyer	306	6	5,700	Captain J. A. Tuke	Hongkong
Flora	torpedo boat destroyer	306	6	5,700	Lieut.-Commander Robert E. Vaughan	West River
Flora	torpedo boat destroyer	306	6	5,700	Lieut.-Commander R. E. Roy	Yangtze
Flora	torpedo boat destroyer	306	6	5,700	Lieut.-Commander J. Kiddie	West River
Flora	torpedo boat destroyer	306	6	5,700	Lieut.-Commander C. C. Walcott	West River
Flora	torpedo boat destroyer	306	6	5,700	Lieut.-Commander H. B. Tickell	West River
Flora	torpedo boat destroyer	306	6	5,700	Lieut.-Commander Alan Dixon	Yangtze
Flora	torpedo boat destroyer	306	6	5,700	Bois, W. Strath	Kunmingharbour
Flora	torpedo boat destroyer	306	6	5,700	Commander R. H. S. Stokes	Hongkong
Flora	torpedo boat destroyer	306	6	5,700	Lieut.-Commander H. R. Godfrey	Yangtze
Flora	torpedo boat destroyer	306	6	5,700	Lieut.-Commander R. M. R. West	Yangtze
Flora	torpedo boat destroyer	306	6	5,700	Commander R. W. Clouston	Hongkong
Flora	torpedo boat destroyer	306	6	5,700	Commander R. W. Clouston	Blas Bay
Flora	torpedo boat destroyer	306	6	5,700	Lieut.-Commander H. B. Cox	Hongkong
Flora	torpedo boat destroyer	306	6	5,700	Lieut.-Commander R. F. Knox	Yangtze
Flora	torpedo boat destroyer	306	6	5,700	Lieut.-Commander R. F. Knox	Yangtze
Flora	torpedo boat destroyer	306	6	5,700	Lieut.-Commander R. F. Knox	Yangtze
Flora	torpedo boat destroyer	306	6	5,700	Lieut.-Commander R. F. Knox	Yangtze

Flying Flag of Vice-Admiral Sir Arthur W. Moore, Commander-in-Chief.

FRENCH MEN-OF-WAR ON THE CHINA STATION.

NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORTED AT
Arcton	armoured gunboat	1,721	8	1,600	Lieut. Faure	Salon
Adour	receiving-ship	—	—	—	Lieut. Du Merle	Haiphong
Alger	2nd class cruiser	4,325	20	8,000	Commander Fournier	Shanghai
Alouette	torpedo-depot	150	6	400	Commander Kérhuil	Salon
Argus	river gunboat	1,810	10	1,150	Lieut. Andouard	Si-kiang (Canton)
Brui	gunboat	647	12	600	Captain Rochas	Salon
D'Entrecasteaux	1st class cruiser	8,123	26	14,500	Lieut. Le Blanc	Salon
Fronda	sub-marine	303	7	7,000	Capt. Trucan	Salon
Heuri Rivière	river gunboat	141	5	260	Lieut. Combe	Salon
Lynx	sub-marine	303	7	7,000	Lieut. Thery	Salon
Manche	surveying-ship	1,512	10	800	Lieut. Meha	Haiphong
Mousquet	destroyer	303	7	7,000	Lieut. Gessault	Salon
Oly	river gunboat	165	6	350	Commander Ragot de la Touche	Salon
Perle	river gunboat	165	6	350	Commander De la Roche Karadon	Salon
Pistole	sub-marine	303	7	7,000	Lieut. Doe de Maistre	Salon
Profite	sub-marine	303	7	7,000	Lieut. Marchand	Salon
Redoubtable	torpedo-depot	9,530	30	6,500	Commander Mortel	Salon
Sixx	armoured gunboat	1,721	8	1,600	Lieut. Morris	Hongay
Taklang	steam-launch	—	—	—	Capt. Fasserat de Silans	Salon
Vauban	torpedo-depot	—	—	—	Lieut. Seriot	Salon
Vieille	torpedo-depot	—	—	—	(Amene Oly)	Upper Yangtze
Vigilante	river gunboat	165	6	1,150	Commander Mortel	Hongay
					Lieut. Bel	Cap Saint-Jacques
					Lieut. Devarenne	Canton

Flagship of Rear-Admiral Boisse, Commander-in-Chief.

NAME.	CLASS.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORTED AT
Vipère	Gunboat	475	—	—	Reserve.	Salon
Lion	Gunboat	475	—	—	Reserve.	Salon
Bajonnette	Gunboat	475	—	—	Reserve.	Salon
Bogel	Gunboat	475	—	—	Reserve.	Salon
Coronade	Gunboat	475	—	—	Reserve.	Salon
Cinglarre	Gunboat	475	—	—	Reserve.	Salon
Estoc	Gunboat	475	—	—	Reserve.	Salon
Jacquin	Gunboat	475	—	—	Reserve.	Salon

Flagship of Rear-Admiral de Marolles.
Commanding the naval forces of Indo-China.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD, HONGKONG.

CABLE ADDRESS:—Telegraph, Hongkong.

THE leading English Newspaper in China.
Also widely circulated in Japan, Ceylon,
China, Ceylon, India and the Far East
generally.

A daily newspaper with weekly edition
published for despatch by the homeward mail.
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accur-
ate reports of local occurrences, and of mat-
ters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively display-
ing advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.
This standard runs exactly eight lines to the
inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages.
\$1 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for small counter-
manded.

JOB PRINTING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESS.

All job printing is done under European
supervision, well turned out, free from error,
and remarkably cheap.

THE HONGKONG TELEGRAPH.

OFFICE.

Estimates given for all classes of work on
application to
THE MANAGER,
HONGKONG TELEGRAPH CO. LD.,
1, ICE HOUSE ROAD,
HONGKONG.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION. PERCENT LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation (new)	40,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1.15 for 1 year ending 30.6.07 @ ex 2/2 3/16 = \$16.04	5 %	\$720 buyers \$710 buyers new issue London 48s
National Bank of China, Limited	10,025	£7	£6	£1,735	\$71,253	\$2 (London 3/6) for 1907	...	\$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	1,000	£50	£50	£1,500,000	none	\$20 for 1906	8 %	\$250
North China Insurance Company, Limited	10,000	£15	£5	£1,125,000	Tls. 204,444	Final of 7/6 per share making in all 15/- for 1906 = Tls. 2,65	6 %	Tls. 89 buyers
Union Insurance Society of Canton, Limited	12,400	£250	£100	£1,500,000	\$1,450,400	Final of 5/2 making \$42 for 1907 and interim of 1/2 for 1906	5 1/2 %	\$785 buyers
Yangtze Insurance Association, Limited	8,000	£100	£40	£1,000,000	\$91,520	\$1 for year ending 31.12.10	...	£140 buyers \$125 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$50	\$1,000,000	\$361,980	\$6 and bonus \$2 for 1907	8 1/2 %	\$92 buyers
Hongkong Fire Insurance Company, Limited	8,000	£250	\$50	\$1,250,000	\$435,236	\$40 for 1905	12 1/2 %	\$321
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$750,000	\$365	\$1 for 1906	6 1/2 %	\$15
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000	Nil	\$4 for year ending 30.6.07	10 1/2 %	\$38 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,200,000	\$27,101	\$1 for 1st half-year ending 30.6.07	6 1/2 %	31 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	40,000	£5	£5	£200,000	\$3,694	\$1 for 1906 @ ex 2/2 3/16 = \$1.14 per share	3 1/2 %	\$40 sellers \$28 sellers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 54,372	Tls. 13,327	Interim of Tls. 1 1/2 for account 1907	12 %	Tls. 44
"Shell" Transport and Trading Company, Limited	100,000	£1	£1	£1,000,000	\$72,370	Interim of 1/- (Coupon No. 8 for a/c 1907)	4 1/2 %	Tls. 50 sellers 43/- buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$100,000	\$137	\$1.00 for year ending 30.6.1907	4 1/2 %	\$21 buyers \$104 buyers
Taku Tug and Lighter Company, Limited	1,000	Tls. 50	Tls. 50	Tls. 49,479	\$8,730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2 %	Tls. 48 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$2,000,000	\$9,218	8 for year ending 31.12.06	8 %	\$100
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	\$700,000	none	...	...	\$100 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	\$8,935	Tls. 2 (8 1/2) for year ending 31.8.06	5 %	Tls. 80 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£100,000	\$1,556	Final of 1/6 (No. 9) for 1907	7 1/2 %	Tls. 151 buyers
Paub Australian Gold Mining Company, Limited	150,000	£1	£1	£150,000	\$1,358	No. 12 of 1/- = 48 cents	...	\$81
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	£25	£25	£450,000	\$10,335	\$1.75 for year ending 31.12.06	12 1/2 %	\$14
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	£100	£100	£4,000,000	\$3,047	Interim of \$2 for six months ending June 30th 1907	6 %	\$65
Yong, Hong and Whampoa Dock Company, Ltd.	50,000	£50	£50	£2,500,000	\$401,480	\$4 for 1st half-year ending June 30th, 1907	8 1/2 %	\$97 sales
Shanghai Dock and Engineering Co., Ltd.	55,700	£100	£100	£5,570,000	\$10,459	Tls. 3 for year ending 30th April 1907	4 1/2 %	Tls. 73 sellers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 3,600,000	Tls. 23,117	Interim of Tls. 8 for account 1907	9 %	Tls. 108 sales
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 2,500,000	Tls. 3,388	Tls. 6 for 14 1/2 months ending 28.2.07	6 %	Tls. 102 1/2
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	\$250,000	\$10,908	\$2 1/2 for year ending 30.6.07	10 1/2 %	\$21 sellers
Central Stores, Limited	50,723	\$25	\$25	\$1,268,075	\$9,178	\$1.80 for 1906	13 %	\$14
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$600,000	\$10,925	4 for 1st half-year ending 30.6.07	10 %	\$100 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000	\$56,218	Interim of \$3 1/2 for half year ending 30.6.07	7 1/2 %	\$95
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000	\$11,567	80 cents for 1906	7 1/2 %	\$104
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000	\$1,080	\$2 1/2 for 1906	7 %	\$35 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 10	Tls. 50	Tls. 780,000	Tls. 61,978	Interim of Tls. 3 for account 1907	7 1/2 %	Tls. 100 buyers
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000	\$1,519	Interim of \$2 for half year ending June 30th	8 1/2 %	\$48 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	5,000	Tls. 50	Tls. 50	Tls. 250,000	Tls. 64,986	Tls. 10 for year ending 31.10.1906	...	Tls. 48 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	5,000	\$10	\$10	\$50,000	\$14,269	50 cents for year ending 31.7.07	5 %	\$10
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000	Tls. 85,519	Tls. 6 for year ended 30.9.06 (8 %)	...	Tls. 50
Lau-king-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000	Tls. 31,469	Tls. 8 for 1906	...	Tls. 70 sellers
Soy, Chee, Co., Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 500	Tls. 3,500,000	Tls. 50,663	Tls. 50 for 1906	...	Tls. 280 sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	1,000	£12 1/2	£12 1/2	£12,500	\$638	1 1/3 per share for 1906	9 %	\$61
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$12,000	\$653	\$3 for 1905	...	\$10 buyers
China-Borneo Company, Limited	10,000	\$12	\$12	\$120,000	Nil	\$1 for 1904	...	\$10 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 200,000	Tls. 289	Final of Tls. 5 making Tls. 10 for 1905	...	Tls. 60 buyers
China Light and Power Company, Limited	10,000	\$10	\$10	\$100,000	none	60 cents for year ended 28.2.06	...	\$6
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$1,000,000	\$855	80 cents for 1906	8 1/2 %	\$9 buyers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$187,500	\$2,974	\$1.50 for year ending 31.7.07	8 %	\$161 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000	\$10,804	Interim of 50 cents per share for a/c 1907	9 %	\$11
Hall & Holtz, Limited	21,000	\$20	\$20	\$420,000	\$15,002	\$2 1/2 for year ending 28.2.07	12 1/2 %	\$21 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000	\$2,953	1 per share for year ending 28.2.07	6 1/2 %	\$15 sales
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000	\$4,341	Interim of \$4 for 1 year ending June 30th '07	9 1/2 %	\$240
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$500,000	\$2,212	Interim of 80 cents per share for a/c 1907	8 %	\$25
Maatschappij tot Rijp- en Landbouw-planten in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 25,000	Tls. 10,374	Third interim of Tls. 7 1/2 making Tls. 22 1/2 for a/c 1907	8 1/2 %	Tls. 355 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000	\$2,655	\$1 per sh. or period fr 15th Oct. to 30th Apr. '07	8 %	\$13 sales \$2 buyers
Peak Tramways Company (new)	25,000	\$10	\$10	\$250,000	none	...	...	\$5 buyers
Philippine Company, Limited	27,500	\$10	\$10	\$275,000	Dr. P. 34,324	None	...	Tls. 107 buyers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 1,200,000	Tls. 7,990	Interim of Tls. 3 1/2 for account 1907	7 1/2 %	Tls. 45 sellers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 270,000	Tls. 9,751	Tls. 4 for 1905	...	Tls. 65 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 450,000	Tls. 3,354	Final of Tls. 19 and Tls. 10 for 1906	...	Tls. 113 sales
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 600,000	Tls. 7,843	Interim of Tls. 5 for a/c 1907	9 %	Tls. 335 buyers
Shanghai Waterworks Company, Limited	16,350	£20	£20	£327,000	Tls. 85,599	Interim of 15/- for account 1907 (old)	...	\$15 buyers
Southern China Morning Post, Limited	6,000	\$25	\$25	\$150,000	Dr. 841,934	Interim of 11 1/3 for account 1907 (new)	...	\$54
Steam Laundry Company, Limited	20,000	\$5	\$5	\$100,000	\$478	40 cents for year ending 31.5.7	6 1/2 %	Tls. 67
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 200,000	Tls. 201	Tls. 6 1/2 for year ending 30.4.07	...	5 of buyers
Union Waterboat Company, Limited	50,000	\$10	\$10	\$500,000	\$349	First year	...	\$10
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000	\$1,360	80 cents on 9,000 ord. shares and \$19.85 on 100 Founders shares for y. end 31.5.07	8 %	\$10 buyers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$900,000	\$3,482	Interim of 30 cents for account 1907	7 %	\$5 buyers
William Powell, Limited	15,000	\$10	\$10	\$150,000	41	Final of 30 cts. making 80 cts. for the year ended 30th June, 1907	...	...

* These shares are entitled to half of the profits.

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)THE Steamship
"MALTA"Captain R. A. Peters, carrying His Ma-
jesty's Mails, will be despatched from this
for BOMBAY, &c., TO-MORROW, the 14th
December, at Noon, taking Passengers and
Cargo for the above Ports, in connection with
the Company's S.S. *Moldavia*, 9,000 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement)
will be transhipped at Colombo into the Ma-
steamer proceeding direct to Marseilles and
London, other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Perla*
due in London on 25th January, 1908.Parcels will be received at this Office until
4 P.M. the day before sailing. The Contents
and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 30th November, 1907.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
CEYLON, AUSTRALIA,
ADEN, EGYPT, MAR-
SEILLES, LONDON,
HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "TOURANE"

Captain Lancelotti, will be despatched for
MARSEILLES on TUESDAY, the 24th
December, at 1 P.M.Passage tickets and through Bills of Lading
issued for above ports, and for Australia with
prompt transshipment at Colombo.Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. *ARMAND BEHIC* ... 7th Jan., 1908.S.S. *SALAZIE* ... 21st Jan., 1908.J. MILLET,
Agent.

Hongkong, 10th December, 1907.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast)

PROPOSED SAILINGS FROM HONGKONG:

FOR BOSTON AND NEW YORK.

S.S. " "

For Freight and further information, apply

DODWELL & Co., LIMITED,
Agents.

Hongkong, 5th October, 1907.

Intimations.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES.

EASTMAN'S

&c. &c. &c.

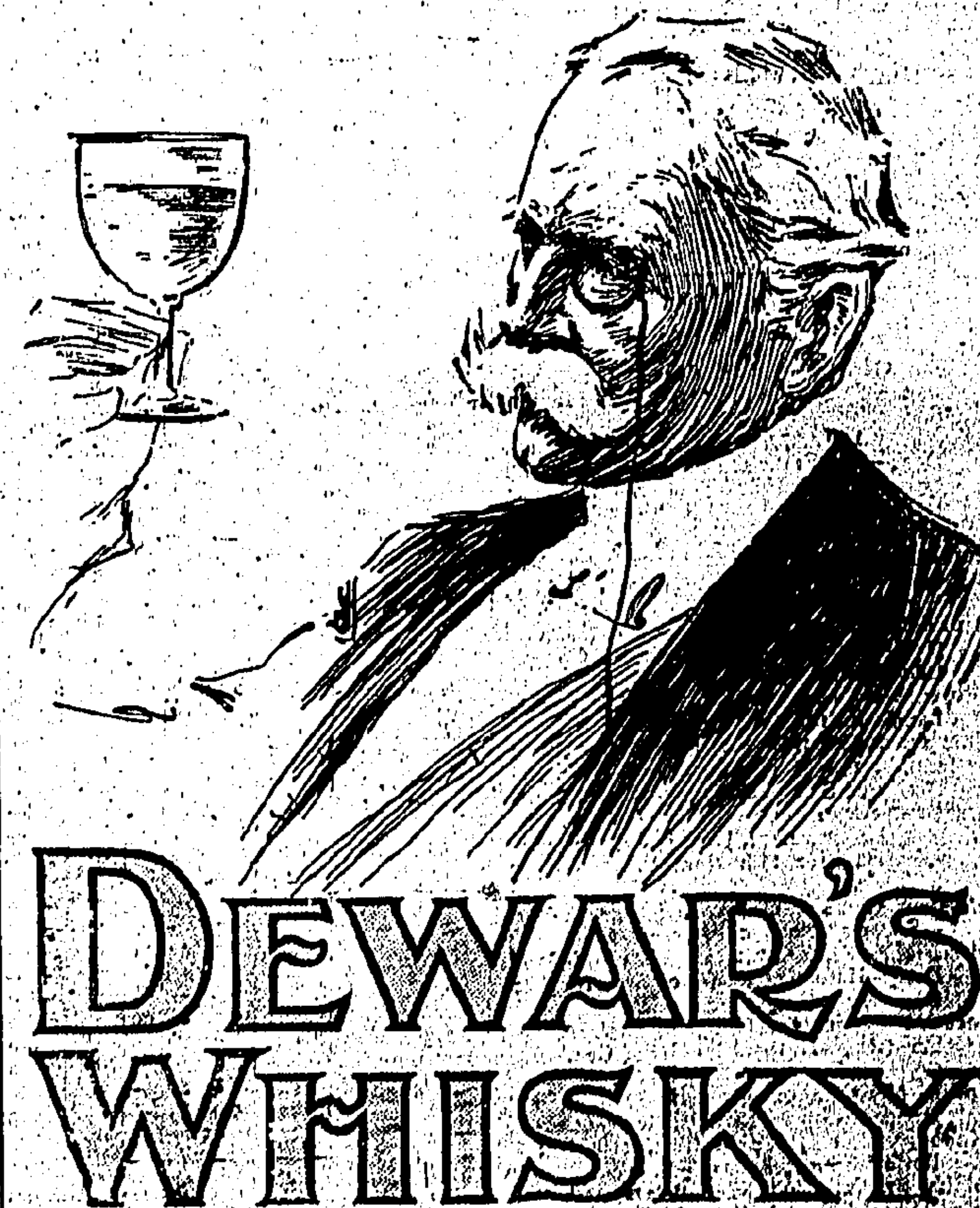
KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1906.

DEWAR'S
WHISKY

Sole Agents. BUMANN & BURBLINGER.

15, 16 & 17, Colquhoun Road, Central.

[1907]

The Hongkong Telegraph

MAIL SUPPLEMENT.

(ESTABLISHED 1861.)

NEW SERIES No. 5641

號九初月一十年三十三緒光

FRIDAY, DECEMBER 13, 1907.

五拜禮

號三十月二十年三十三緒光

513 PER ANNUM
SINGLE COPY, 15 CENTS

CONTENTS.

Births, Marriages and Deaths.

Leading Articles:
Railway Construction in the Far East.
N. Y. K. Shipping Services.
The Ship Surgeon's Position.
Canton's Fluctuating Trade.
Japan's Finances.
Another Phase of the Opium Question.
Telegrams:
West River Patrol.
Conditional Withdrawal of the Floit.
West River Patrol Service.
Ex-Vicary Shum.
Chinese Opium Question.
Yumchow Bandits.
Kwangsi Bandits Defeated.
Chekiang Loan.
Meetings:
Sanitary Board.
British and Chinese Corporation.
Kowloon (Amoy) Municipal Council.
Legal Intelligence:
Pirated Junk Case.
Kowloon-Canton Railway Sued.
Crown Solicitors in Court.
Alleged Malicious Arrest.
Convicted Men Abscond.
Lady sued for House Rent.
Police:
Burglar's Desperate Struggle.
Crime in Hongkong.
"Hongkong in Danger".
Snowydays for Hongkong.
End of a Dating Prey.
Burglary at Cheung-sha-wan.
Japanese Godown Entered.
Simple Simon and his Friend.
Miscellaneous Articles and Reports:
Silver Exchange.
Haiphong Shipping Boycott.
Launch at Kowloon.
West River Patrol.
"Tigers" at Kowloon.
Asile de la Se. Enforce.
The Chinese Procession.
The Subscription in Griffin.
The China Association.
British and Chinese Corporation, Ltd.
The Royal Hongkong Golf Club.
Volunteer Corps Orders.
Coolie's Sad Accident.
Army Officer's Experience.
H. G. Brown & Co., Ltd.
Football.
Water Return.
Canton Day by Day.
Swatow Notes.
Shanghai Wedding.
Chinese Railways.
Gilbertian Chinese Verse.
A Unique Voyage.
Death of Mr. Plouades.
The Late Mr. F. Riner.
Infringement of Trade-marks in China.
Cotton Spinning in Japan.
The Nippon Yusen Kaisha.
Proposed Japanese Sugar Monopoly.
Bank Clerk as Burglar.
The Financial Crisis in New York.
Anti-Opium Meeting.
German Captain Fined.
Some Opium Stories.
Commercial:
Yarn Market.
Exchange.
Local and General.

BIRTHS.

On 30th Oct., at Dunmore, wife of E. T. BOND, of Canton, daughter.

On 9th Nov., at Wimbledon, wife of D. A. BELLIS, M.R.C.S. L.R.C.P., D.P.H. (Lond.), daughter.

At the Government Civil Hospital, on Sunday, the 8th inst., at 5:55 P.M., the wife of N. G. NOLAN, of a son.

MARRIAGES.

On December 3, 1907, at Shanghai, AUGUSTUS ROBERT, second surviving son of the late F. W. G. von Stockhausen and Mrs. von Stockhausen of Hongkong, to MARY ELIZABETH, only daughter of Captain P. Klopfer, of the China Merchant Steam Navigation Company, and Mrs. Klopfer, of Shanghai.

On December 3, 1907, at Shanghai, ERNEST LEE ALLEN to FRANCES ETHEL, only daughter of the late Captain William Waddell of Shanghai and niece of Mr. and Mrs. Harry J. Sharp.

On December 4, 1907, at Shanghai, RICHARD POLAK to PAULA, second daughter of Mr. and Mrs. Carl Bloch.

On December 5, 1907, at Shanghai, ERNEST HARRY DOUGLAS DERRICK, youngest son of Mr. and Mrs. Geo. Derrick of "Hollybank," Southampton, to MADEIRA ETHEL, fifth daughter of Mrs. Limby, Shanghai.

DEATHS.

On December 8, 1907, at Shanghai, HARRY WRIGHT, Chief Officer of the China Merchants' Steam Navigation Company's str. *Poochi*, from pneumonia, aged 60 years.

MCCREOR-SMITH.—On the 10th inst., at the Government Civil Hospital, aged 74.

The Hongkong Telegraph

MAIL SUPPLEMENT.
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, FRIDAY, DECEMBER 13, 1907.

RAILWAY CONSTRUCTION IN THE FAR EAST.

(7th December.)

A very informative article, the result of investigations made on behalf of the *Far Eastern Review*, appears in the latest issue of that monthly on the subject of railway construction in the Far East. At the outset, the writer believes that 1908 will prove a record year in the building of railways, and proceeds to give his arguments in favour of that view. Japan has concluded the gigantic task of nationalizing her railways, including under Government control 18 lines with a mileage of 4,899 miles. Last year the Japanese Government appropriated 290,000,000 yen for the coming year will reach 29,000,000,000, which covers the purchase and doubling of the old lines and the construction of over 1,000 miles additional lines to be added to the system. Besides this we read that Prince Ito favours the floating of 120,000,000 of Korean railway bonds, and using the proceeds in giving the dependency a complete system of modern railways. The Russian Government is taking the aggressive in opening up her great eastern wheat lands. For the Amur railroad alone she has appropriated 2,100,000 roubles. In addition, concessions in Mongolia are under way and Russian and Chinese capital is jointly interested in the construction of several lines that will open up a new empire. Scarcely a day passes that does not record some new railway project proposed in some part of the Chinese empire. From Manchuria comes the news of stiff rate competition between the Japanese-controlled and the Chinese lines, a cheerful note in itself since it means a greater impetus to trade. Just a few weeks ago another section of the Shanghai-Nanking Railway was thrown open to traffic. Amoy is waking up to her needs in the way of transportation and the projected line that is to tap a rich territory is being surveyed. In fact, almost before the project is under way it is proposed to make the initial line the nucleus of a system which in conjunction with the other South China lines will satisfy every demand for transportation facilities in that rich territory. From indications, the railroads under way will make better progress in construction next year than in the past. Many obstacles have been overcome during the past year and the misunderstandings that embarrass the management have in a large measure been adjusted. No mention is made of the Canton-Hankow railway or the line from Kowloon to Canton, except indirectly and that with respect to the attitude adopted by the Chinese in deciding to keep the control of the railways under their own administration. In this connection our contemporary observes:— "The construction work in Yunnan province which has been delayed on account of misapprehension on the part of the Chinese authorities may be expected to continue more satisfactorily during 1908. The Chinese are awakening to the vast possibilities of the country with the introduction of more modern facilities for transportation and the modernizing of its natural industries. There are instances where more zeal than knowledge is displayed in their endeavour to secure all the benefits of Western institutions by urging immediate Chinese control of construction and operation, without regard to capacity or experience. This anxiety has developed a sentiment that would exclude foreign capital and initiative regardless of consequences. This attitude, at this time, is not consistent with the conservatism of the Chinese people and there is reason to believe no such feeling will long prevail when the advantages of having the co-operation of experienced engineers and practical railroad managers against inexperienced native direction will have been realized. At the present time foreign capital seems ready and willing to share in this feature of China's development and there is reason to believe that a better understanding between foreign capitalists and the Peking Government would prove a much desired factor in furthering this great work. For years to come, China would benefit from foreign direction of her railroads, and natural and patriotic Chinese as Chinese management might appear lack of experience is sure to result in delay, discouragement and even failure in many instances. The fear that in some way the integrity of China is menaced by the investment of foreign capital and energy must give place to an era of confidence in which the development of the resources should be the main end. As this development progresses, the Chinese will have the benefit of the experience and the training so that in the proper time, they may assume control of their railroads and direct them intelligently. Foreign enterprise should be encouraged and fostered in every way consistent with the general welfare." That is a view which is certainly open to discussion, for if the Chinese will supply the capital necessary, as they can, for the building of railway lines, and if they can administer the affairs of those railways satisfactorily it is difficult to see why they should call in foreign help, especially after the experience they have had of foreign syndicates in South China. After referring to the progress of railway works in Siam, the Federated Malay States and Netherlands Indies, in each of which countries rapid development is evident, the writer alludes briefly to what is being done in the Philippine Islands. There, we learn, there are over 800 miles of railway under construction and Manila has 30 miles of railway. This means that in two years the archipelago will enter on an era of development that has marked the history of other sections of the Orient where the locomotive has led the way. In Indo-China there are 408 kilometers of railroad in operation and 1,558 kilometers under construction or projected. For this purpose the French Chambers approved in 1898 a loan of 200,000,000 francs. When this system is completed Indo-China and Tonkin will be connected with Yunnan and there will be few sections not brought within easy distance of the markets. After a careful review of what has been accomplished in recent years and the projected construction under way, the writer concludes that there does not seem any place for the pessimist in Far Eastern affairs during the year 1908—a sentiment with which the majority of observers will probably agree.

N. Y. K. SHIPPING SERVICES.

(9th December.)

It was reported recently, on what appeared to be unimpeachable authority, that the Nippon Yusen Kaisha, finding their attempt to secure a footing in the important shipping trade between Hongkong, Swatow and Bangkok, had not succeeded in the degree originally anticipated, and had therefore decided to relinquish the unavailing contest, or rather to transfer the headquarters of the triangular trade to Singapore. There was much reason to commend such a policy, for the Hongkong-Bangkok trade has been built up on the soundest lines and maintained at a standard of efficiency which is not to be shattered by any or every steamship company which has not thoroughly taken into account all the intricacies of the situation. It seems, however, that the Nippon Yusen Kaisha have not by any means retired from the contest. Their idea of acquiring a very important share in the carrying trade between this port and the capital of Siam is still a living germ, for we read in the half-yearly report of the Nippon Yusen Kaisha that: "The company is still carrying on competition over the Hongkong-Bangkok service with a foreign shipping company and is resolved to fight to the last." There is a fine, combative, commercial spirit of enterprise in that last clause which calls for admiration from those who are not particularly concerned with outside shipping competition, but how can it be explained that those apparently explicit and semi-official statements which appear from time to time in the foreign Press of Japan, relating to the discontinuance of the service in question, are allowed to pass without refutation? And it is also a pity that our Japanese friends fail to indicate the precise "foreign shipping company" with which they believe themselves to be in conflict. Remembering the rebuke we received when we suggested that Butterfield and Swire and not the Norddeutscher Lloyd were the antagonists charged with the duty of conserving the shipping trade of Hongkong to Bangkok it would have been decidedly refreshing to learn whether the Japanese company had launched out into a Japanese-Germanic conflict or a Japanese-British wrestling match. However, that is beside the point, although the honesty of the Japanese in once again proclaiming their determination "to fight to the last," their *nil desperandum* attitude, will be duly noted in the proper quarters. The fact seems to be that the N. Y. K. are more concerned about their foreign trade than the inter-port opportunities of fostering commerce, which would rather seem to prove in the end more remunerative at less initial cost. We read that: "Since the termination of the late war freight rates have fallen considerably, but towards the end of the present term they showed an upward tendency. Owing to various epidemics, the Hakodate fire and the disastrous floods, shipping was greatly affected, so that receipts were far out of proportion to the quantity of goods carried. Of the coasting lines, the Kobe-Tsuyu service was abolished at the end of the term under review. This step was due to the fact that the company desired to concentrate its energies on the foreign services, thereby handing over the service to other shipping concerns of small means." The closing sentence of that paragraph is certainly worthy of attention. Why the Nippon Yusen Kaisha should evince such an exceptionally philanthropic spirit as to hand over a line of potential value to a minor shipping concern is not quite clear, except on the premise that the leading Japanese company put the interests of Dai Nippon above merely commercial values, and holds that they sustain no loss in what they give to a friend, and a struggling competitor at that. With regard to the "Eastern Service," of the company, it is here again somewhat difficult to appraise the real meaning of the directors' report, or how the trade actually looked when set forth in the company's books. It is stated that "The service was very brisk. Owing to the successful raising of agricultural products since the spring of the current year the shipping of cotton and other produce from Shanghai and Hankow was abundant, while exports from Japan diminished. The Tientsin service alone was very barren both on outgoing and return voyages, although goods destined for Europe were handled rather actively. At Newchwang, water in the Liao river was very low, in consequence of which the shipping of beans and bean cakes was badly affected. At Tairen, both imports and exports showed a remarkable increase on account of the gradual development in South Manchuria. The importation of rice and other cereals from Korea to Japan was considerable both in quantity and value. At Vladivostok, shipping was also active owing to the fact that agricultural products in North Manchuria were forwarded to that port over the Chinese Eastern Railway. Exports from Japan were, however, very scarce as in the past." So that the report is a record of progression and retrogression, and an unbiased critic might be allowed to assume that the one counterbalanced the other. The best statement, on the whole, appears to be that under the heading of "European service." In this relation it is noted that although the exports from Japan were generally inactive, in the Straits Settlements shipping was comparatively brisk. On return voyages the company's liners were loaded with cargo, which was destined for Japan and other ports in the East. In addition to the 12 regular liners, the company employed the steamer *Chikasen Maru* which was built in England to the order of the company, and also the *Asa Maru*, which arrived in British waters some time ago and was completely repaired. The shipping of cargo from Europe was so great that the

company chartered five freight steamers for the conveyance of goods to Japan and Tairen. Nor was this all. The company further provided three more liners on the service between Europe and Japan. This exceptional measure will remain in force in order to meet the requirements of the time. That is a record of which the directors of the Nippon Yusen Kaisha may feel justifiably proud. If we are correct, the company had twenty-two steamers regularly engaged in the trade with Europe, during the past six months, and that is something for a single line, which loses none of its importance from the fact that subsidies are the rule, and the Government of Japan handed over several of its finest captures during the war in the way of merchant vessels to the N. Y. K. free, gratis, and for nothing. As regards the American service, however, the optimistic vein is temporarily checked, or we learn, that "On outgoing voyages the shipping of cargo was remarkably voluminous, including tea and other goods. So abundant was the cargo that the company despatched special liners at intervals. On return voyage cargo was very scarce and from about the middle of the term under review the exportation of flour and wheat decreased considerably. Such discouraging conditions have rarely been experienced in recent years. On the whole, however, the quantity of cargo shipped was exceptionally large." The falling-off may, of course, be attributed to the somewhat strained relations which existed between Japan and America in the early and middle parts of the year, although there are probably deeper reasons for the decrease; for it is not conceivable that a party or racial question would prevent American manufacturers from taking advantage of any profitable export trade that might be offering. The real fact is, probably, that in view of the unsatisfactory state of the wheat crops in America, Manchuria and India, the American holders considered it more profitable to retain the stock they already had in hand in view of higher rates than to take advantage of immediate sales at mediocre prices. With reference to the Australian trade that service may be dismissed in a line. "The service is developing annually." Referring to the subsidiary lines we are given an inkling of the help which the N. Y. K. receives from a paternal and beneficent Government. It is stated that:—"Of the coasting and Eastern services, the five lines of the Shanghai, the North China, the Korea-North China, the Vladivostok and the Hokkaido Japan proper services will be granted subsidies from the Government for four years and six months, commencing on October 1st this year. The other three lines, the Hakodate-Amishiri, Hakodate-Otaru and Otaru-Wakana services will also be granted subsidies for two years and six months, commencing on October 1st this year. It may be remarked that all the above lines were granted subsidies in the past and that their term expired at the end of the second half of this year, so that privilege was renewed. A noteworthy feature was that the price of coal showed an increase of about 30 per cent, as against the price prior to the late war and that the cost of labour rose steadily; on the other hand freight rates were lowered as the result of the increase in the number of steamers after the late war. The company therefore experienced no small difficulty in realizing profits during the term." The last couple of lines read curiously in view of the generally optimistic character of the report, but when it is stated that the shareholders received a dividend for the half year at the rate of ten per cent. per annum, and a special dividend at the rate of two per cent. per annum, it will be seen that the operations of the directors with the object of overcoming exceptional difficulties were not altogether fruitless of results. Finally it need only be observed that, during the half-year the company carried over 340,000 passengers and 1,600,000 tons of cargo on both domestic and foreign lines through the service of 81 steamers, representing over 264,000 tons, belonging to the company, of nine agency steamers representing over 35,000 tons, and other chartered steamers, covering over 1,840,000 miles altogether. This is stated to be a record since the establishment of the company.

THE SHIP-SURGEON'S POSITION.

(11th December.)

Some time ago we published a communication from a well-known ship's surgeon in which he proposed that in order to conserve the interests of medical officers whose careers are spent on shipboard a Far Eastern association of ship's surgeons should be formed with headquarters in Hongkong. The idea was that such an association should not necessarily be of an aggressive or belligerent character, but rather that it should endeavour to secure for the qualified members of the profession the recognition of their status, the acknowledgment of their ill-requited skill and the protection of those rights to which they are honourably entitled. The writer suggested that those who were in agreement with this view should get themselves into touch with him, when preliminary steps might be taken to form the organisation in question. Now it is a well known fact that many of the medical officers who are carried by the passenger boats running along the China Coast, and to Del and the Straits Settlements in the South are in full sympathy with such a scheme, but evidently they have permitted themselves to become reconciled to the situation or found themselves unable to raise the necessary energy requisite to express their views on the subject. At all

events, we have not learned that the original promoter of the movement has been inundated with epistles from his professional brethren. A new phase of the subject has been developed by the introduction of a Bill into the Straits Legislative Council having for its object the amendment of the Chinese Immigration Ordinance of 1904. The amendment appears to deal solely with the qualifications which must be possessed by medical officers on board ships before they can come within the cognizance of the Government. The Attorney-General of the Straits Settlements, who was in charge of the Bill, stated that under the proposed measure a Chinese emigrant ship would be required to have a surgeon who must be either the holder of a degree which entitled him to practise in any part of the British dominions, or some foreign degree which had been approved by the Governor in Council. Such a clause if it were allowed to stand is sufficiently broad to protect the qualified practitioner against the encroachments of the incompetent, but when the Bill as a whole is considered in conjunction with the objects and reasons for its introduction, it is evident, according to the *Prak Pioneer*, that the scope for the selection of ship's doctors with British qualifications is to be considerably restricted. Under the existing Chinese Immigration Ordinance, a "qualified medical practitioner" is defined as a person holding "a diploma, degree or licence enabling him to practise medicine or surgery in any part of His Majesty's dominions or the holder of any European, American or Japanese diploma, degree or licence which has been approved by the Governor in Council." It is proposed to substitute for this definition, which would appear to be satisfactory enough, a new one which describes a "qualified medical practitioner" as "the holder of any of the diplomas, degrees or licences from time to time specified by the Governor in Council under this Ordinance, as constituting the qualification of a qualified medical practitioner." Under the new definition it will be competent for the Governor in Council to exclude certain British diplomas and licences from the list of qualifications entitling one to practise as an immigrant ship's doctor. That the Government contemplates such a step is made manifest by the further statement of objects and reasons which declares that "It is desired to restrict the British qualifications to those recognised under 'The Medical Registration Ordinance XI. of 1907.' In other words, while a man might be perfectly qualified under the present law to take charge of the medical requirements of the average boatload of Chinese immigrants, and has, as a matter of fact, been engaged in such work, unless it is proved to the satisfaction of the Government that his British qualifications are recognised under the new Medical Registration Ordinance he will have to look elsewhere for means whereby to earn his bread and butter. This point does not affect foreign practitioners so intimately as it does the numerous graduates of Far Eastern colleges, who may have been looking forward to the day when they would blossom into full-fledged ship-surgeons. It might be aimed directly at Hongkong, for should the law pass in its present form, it is difficult to see how the graduates of the Hongkong School of Medicine could be admitted to the shipping service conducted for Chinese emigrants to the South. The alumni of the Hongkong Medical School are regarded as being almost on a par with those who have studied at the great schools of medicine in the leading European and American centres of research and practice, and pursued a laborious course of specialised work at much expense and toil. Of course that is putting the position on a high basis for the Hongkong collegian, but when the Government grants, on examination, certificates which permit these passed students to attend patients, make up prescriptions, and generally perform all the ordinary duties which fall to the lot of the family physician, no other conclusion as to their official status seems reasonable. The immediate effect of such a drastic measure would be to throw hundreds of what may be termed home-made ship-surgeons out of employment, and leave a multitude of vacancies for the distinguished graduates of universities such as London and Edinburgh, Paris and Berlin. In such an event the salaries offered would presumably soar to heights undreamt of by the present generation of medical officers. But there is another question to be considered in this connection: Where are all these men carrying full British qualifications to be found when the vacancies come to be filled? It was only the other day that the skipper of an emigrant steamer was arrested and his vessel seized at Singapore because he could not produce a doctor on board. His explanation was that the surgeon had himself fallen ill on the voyage and died, and although every effort had been made at every place en route to secure a ship's surgeon it had all been in vain. The shipmaster was fined in a small amount, because it was doubtless appreciated that he found himself in a predicament which it was practically impossible to guard against, unless every emigrant vessel were to carry an army of doctors. The difficulty is that shipowners do not consider that an honourable man, equipped with the latest knowledge gained at the most advanced medical college, is required for a cargo of coolies whose average voyage does not exceed a week or ten days. The graduate of the Colonial institution, whose education has been under the charge of the principal medical officers of the district, is occasionally a better man to deal with what may be called household ailments even including in that category the native forms of such recurrent diseases as cholera, plague and small-pox, than the highly educated individual

who has come out to the Far East to do something of the world, at somebody else's expense before deciding to settle down to a steady practice in the homeland. No doubt this is all rank heterodoxy in the eyes of the elect but, reducing the question to bed-rock, if the cheaper class of medical officers are to be expelled from their posts at a moment's notice, it is obvious that the shipowner and shipmaster are to suffer grave embarrassment and serious financial loss. The end of it will be that the emigrant ships will be filled with foreigners carrying foreign parchments which, because they are foreign, will savour of the supernatural and work astounding cures in impossible ailments. We need not enter into the question whether it is more desirable to have a colonially-qualified medical officer, who is acquainted with the language, habits and predilections of his patients, in control of the medical department of a passenger vessel, than the very superior person who disdains the *canaille*, root and branch. The whole subject teems with controversial points, which are of as much interest to Hongkong as to Singapore.

CANTON'S FLUCTUATING TRADE.

(11th December.)

With the appearance of the Chinese Imperial Maritime Customs' quarterly returns for the period ending 31st Sept., we are reminded that within a few weeks we shall have the satisfaction of perusing the crisp, neat and always outspoken remarks of the Commissioners at the various treaty ports on the subject of trade during the year. The present reports are nothing but bare statistics, wearing no alluring aspect and giving no promise of interesting revelations. Still, we fancy that the expert with a turn for the abstract, who delved into these interminable columns and columns of units would find something worth his while, that at all events his time had not been wasted. The very air of respectability surrounding the figures gives rise to a suspicion that all may not be well. However, we propose to submit some facts relating to the trade of Canton during the three months under review, culled from the battalions of figures, and may perhaps manage to withdraw the screen of some port of China's trade in the doing of it. It is not a long report, running only to nine pages, but it bristles with hard and dry facts. One of the interesting features, in view of the present anti-opium movement, is the statement detailing the quantities of opium imported from foreign countries and Chinese ports through Canton into China. Faint opium rules the favourable, standing at 1,753 piculs imported during the quarter, but it is lower than the figures for 1906 by 203 piculs. Malwa usually took second place, but not on this occasion. However, its record in the period mentioned is higher than that of the corresponding periods of 1906, 1905 or 1904, being 234 piculs, as against 227 piculs in the previous year, 217 in 1905 and 233 in 1906. But now let us turn to the imports of native opium which is so rapidly disappearing off the face of the earth. In 1904 Canton was content to import a trifling 12.38 piculs of the native product for the three months; in 1905 that amount had grown to 153.15 piculs, and this year the amount of native opium taken by Canton reached the high figure of 652.63 piculs—a truly a marvellous stride. The aggregate quantity of opium imported amounted to 865 piculs, being a slight decrease on the importations during the same period in 1906, which represented 7,010 piculs. In the dry goods department, it may be noted, *en passant*, that plain white shirtings are annually increasing in popularity, while the same may be said to an even greater extent of velvets and velveteens. The passage of Indian cotton yarn through the port in the three months of 1907 in question was 26,358 piculs, which was somewhat higher than the figures recorded in the previous year, but less than those of 1905 and 1904. For the first time, apparently, German yarn uplifted its head and it takes a modest place on the list, with three piculs to its credit. The importation of foreign flour is steadily rising, for whereas 97,557 piculs passed through the Customs in the period July-September, 1905, the returns this year were 127,661. With regard to oil, it is noteworthy that while in 1905 the people seem to have preferred the American article as they found it, to the tune of nearly five million gallons, last year they were content with but 86,000 odd, the amount in bulk falling to 1,131,081. This year, the Americans have managed to dispose of nearly 4,500,000 gallons, of which 635,000 odd were in bulk. Borneo sent over 300,000 gallons altogether, while Sumatra was represented by about 2,007,000 or rather more than in 1906, but much below the figures for 1904. In the matter of exports there is little of any interest to record except that there is a continuous rise in the value of the foreign ships and first works despatched abroad, but nothing of any consequence. The reduced purchasing power of the people in the interior is vividly manifested by the smaller figures which appear against practically all the usual goods sent by inland transit. From Hongkong and Macao, Canton imported silver treasure to the value of 765,387 Haikwan taels, and from Chinese treaty ports another 347,580 Haikwan taels, a total of 1,112,967 Haikwan taels. The value of treasure from Hongkong and Macao exports treasured to the sum of 1,661,657 Haikwan taels and an additional 7,000 went to Wuchow. From these statements it will be seen that Canton was not in an over-flourishing condition during the months of July, August and September last.

JAPAN'S FINANCES.

(12th December.)

For a very considerable time, in fact since the conclusion of the Russo-Japanese War, those disinterested observers who have been giving attention to the financial status of the country have frequently wondered how Japan, prosperous and enterprising though her subjects may be proposed to meet the voluntary burden which she assumed in the shape of foreign loans. One after another, these loans were floated in England, America, and Germany; and many countries of wider area and resources but smaller influence and initiative must have gashed their teeth in envy at what seemed to be the stupendous good fortune which attended Japan in everything she undertook. So far as it went, the success of Japan in securing ready money to proceed with the industrial projects which had been discussed

located by the requirements of the war, was extremely satisfactory, but, of course, there was another side to the shield. To begin with, it must be remembered that Japan abandoned the policy of "eliminating Korea from the list of prizes secured, a comparatively unimportant clash of arms, without having secured the satisfaction of receiving an indemnity. No doubt it was very ungenerous on the part of the Mikado's representatives to waive the question of an indemnity in view of the rank which Japan had attained among the powers in consequence of her fighting strength, but whether it was business or not to discussion. With an exchange depleted through the demands of the Army and Navy, with her industries and agricultural pursuits paralyzed and broken down, Japan had naturally to seek outside aid to reconstitute her internal affairs. Unfortunately, a portion of the Japanese who still retained some liquid capital, and who were not so ready to believe that there was war maxim to the effect that a people fortunate in war are always and necessarily fortunate in business, and for a time there was a wild rush to speculate in the flotation of bubble concerns which never had the smallest prospect of success. Commercial undertakings in the same way of business proposed amalgamation, the Government promised subsidies in all directions, the money having been obtained from the Treasury and American sources, but the result was that Japan was consumed the millionaires seemed to be at hand. The shipping companies of Dai Nippon were to swamp the old-established lines on the Yangtze, on the Chiao coast and, in fact, Japan was to be recognized as the commercial Mistress of the Seas in the Far East. The minor banks were as eager speculators as the great ones in the street, and some of them financed phantasmal schemes of the company promoters' imagination, with the result that which brought about their own inevitable undoing. When the bubble burst, as it did in the end of last year, there was scarcely a bank in the country which did not stand face to face with ruin, and those which survived did so only through the help of the Bank of Japan. All this meant a dreary outlook for the Imperial Treasury, because already the land was taxed to the utmost limit of its capacity. It was all very simple to impose additional taxes on the farmers, to increase the duties on the articles of the Government, augment the duties on foreign products, and so forth, but if people could not pay these extra expenses then the Government might just as well have served an attachment on the moon. But at this juncture, when it might have been considered that the Japanese Government would have adopted a policy of retrenchment and reform, the actual policy in favour seems to be one of naval and military expansion, a fact which is viewed with alarm by all who have interests in Japan. It was not to be expected that the bankers of Japan would allow their apprehensions to run away with their good sense, but, at the same time, some pregnant remarks on this subject were made by various speakers at a meeting of the Tokyo Bankers Club the other day. From a report which appears in the *Japan Chronicle* we gather that Baron Shibasaki clearly indicated in cautious language that it was the military programme which overweighed the national finances. Mr. Soyeda, who had the honour to be the chairman of the meeting, in his opening remarks, had in explaining to British financiers why Japan was expanding her army and navy at the close of a war which, it was asserted, had secured peace to the Far East for many years. "To us," says our contemporary editorially, "it is surprising that the financial advisers of Japan have been so long in speaking out. The late war increased Japan's national debt from 512 to 2,217 million yen, or, in other words, a debt of 1,705 million yen. Notwithstanding this enormous additional burden, and despite the claim that the war had brought peace to the Orient, the Government has since doubled its expenditure on the army and navy. In the financial year 1915-16 the expenditure on the army, with a war in prospect, was only ¥46,800,000; for the present financial year it is ¥111,000,000. In 1913-14 the expenditure on the navy was ¥35,800,000; for this year it is more than ¥100,000,000. It is possible for Japan to stand this heavy drain upon her resources without becoming financially embarrassed? More than 87 millions out of 412 millions which forms the ordinary expenditure of the country is spent for military or naval purposes, while the annual debt charge alone reaches a total of 166 millions. Of the extraordinary budget, not less than 207 millions out of a total of 264 millions is devoted to military or naval objects. It might almost be thought that in their desire to secure naval and military predominance, the Japanese had not all sense of the fitness of things. From these figures it would seem as if Japan had gone insane on the question of armaments, and the worst of such insanity is that when the people begin to clamour about the taxes, their attention is liable to be distracted by the discovery of some national peril which may easily mean war with another Power. Even Mr. Soyeda felt it his duty to condemn this frantic endeavour on the part of the Government to disregard the condition of the mass of the people in the interests of huge *Drachnoughts* for the Navy and the enlistment of an enormous standing army. Foreign capitalists, he said, recommended that the issue of more Government bonds should be postponed. There might be no subscribers for such bonds, but there might be a demand for debentures of business companies, and it was not improbable that foreign capitalists would be inclined to invest their money direct in Japanese industrial undertakings, and these foreigners further maintained that they could not perceive why the Japanese Government was so energetically pushing on its preparations to be in readiness for war, or why so much eagerness should be shown to restore the country's defences to their former state of efficiency at a moment when such a large expenditure was necessary for other purposes. The Japanese Financial Agent in Europe had stated that the Japanese Government plan was nothing more than to replace the deficiency in the armaments caused by the war. But that excuse could not be accepted. The position of Japan in reality improved considerably after the war, and the assurance of the peace of the world was strengthened by international alliances or agreements, so that the policy of speedily becoming prepared for war was superfluous. It seems to be clear and evident, that unless the Japanese Government call a halt in this expensive armament race, and give heed to the needs of the people, Japan will find herself perilously near the verge of insolvency, and the advice of the Japanese Press that a mild economy in all directions should be followed by those who have charge of the purse-strings should certainly be adopted if disaster is to be averted.

ANOTHER PHASE OF THE OPIUM QUESTION.

By the terms of the telegrams which emanate at intervals from Peking, it remains clear that the opium question has not yet been settled, although it is reported that it is being

important a position to-day, from a political point of view, as it did a comparatively few months ago. Nevertheless, if it is to be a question of the future of a living one, which may come up for final arbitration at any time, and for that reason we hardly think it necessary to apologise for submitting views, which, although directly opposed to our own, deal with one of the phases of the situation too seldom considered by the English press against the views of our own. Our excellent contemporary, *The Shanghai Times*, which shows as almost perfect belief in the sincerity of the Government's intention to deal with the cultivation, exportation and importation of the poppy's product in accordance with certain principles, remarks:—"It is frequently contended that the removal of prohibition to cultivate opium over the large stretches of country where it has been grown will produce a dislocation, temporary at least, in the economic conditions of those districts. We are frequently told that thousands of poor folk will be thrown out of work, and the lands will be idle. Perhaps this argument may have had some force a generation ago, but it can have none now. Expert evidence has recently been produced to show that the lands used for opium are equally well adapted to the growth of other crops. In fact, most of the lands now under opium were formerly used for other crops. If the growing of opium were a matter in which skilled labour were largely employed, there would be some reason to suppose that the least amongst the dispossessed workpeople. But this is not so. The man who can grow opium and who labours in the poppy-fields is just as capable of growing any other kind of crop, and the present moment is just the one at which the change could most suitably be made." Such argument may be likened to that used by the clever counsel who sets up a man of straw in order that he may demolish the caricature with a breath, thereby leaving the plaintiff of the suit without a case to put to the jury. The cultivation of the poppy to cause in China or India thousands of people would be committed to beggary? Certainly we have never given utterance to such a ridiculous suggestion, but as a dainty piece of testaceous work it may pass. The reason that the agriculturists in the interior forsook the cultivation of wheat and tea in certain districts was simply because they found it vastly more profitable to grow the poppy plant. If there had been anything to be gained by growing wheat or tea, they would not have been given to what they were doing. After all, the root of all evil, so we will let that fly stick to the wall. The *Times* indulges in a general review of the world's wheat crop this year, its extraordinary shortage, and hails this fact as a God-given sign that those who are now sowing their fingers and their souls by being connected with the distribution of opium should immediately uproot one and all of the plants and turn to wheat. "The lands that will grow opium will grow wheat, and the lands that will grow wheat will grow opium, and the lands that will grow opium will grow wheat." Here we have a platitude and a sophistry both of which are so plain and palpable that they are absolutely delightful. But supposing you do not prefer wheat to opium, supposing it costs fifty times as much in cost, labour and time to produce from one crop of wheat what it does to raise a similar revenue from the opium leaf, why then there is cotton as a stand-by. The advantages of growing different varieties of cotton in different parts of the world so that different qualities may be produced for diverse markets are obvious to our Shanghai contemporary. "The variety chiefly required, however, is a good, long, staple cotton, and experiments have been made in various places with a view to its production. In no place has experiment proved the practicability of successful long, staple cotton production more emphatically than in India. A short time ago an expert from the Egyptian cotton-field was despatched to India to try experiments in long staple cotton production. On an experimental plot a crop was produced which fetched 4,000 in open auction on the Indian market, but on arrival at Liverpool the lot fetched 6,000. Further proof of the success of the test is unnecessary. Our point is that with such certainty that the crop would be a success there should be no hesitation in substituting a cotton crop for an opium one. Incidentally, we may mention that there is every reason to believe that soil specially suitable for opium would be specially suitable for rubber, the importance of which is increasing every day." It would therefore appear that the ignorant, unimaginative bogey of the internal provinces, in refusing to give up the cultivation of opium at a moment's notice, is simply cutting off his nose to spite his face. We are afraid that in this instance the farmer would have the better of the argument, and we feel assured that each of the viceroys and mandarins who profit by the sale of the prohibited plant which has been grown within the area under their administration, would acknowledge the virtue of opium over such every-day products as wheat, cotton and rubber. The critic in the Northern Settlement quietly and calmly matters to his own satisfaction after this fashion: "It appears to us to be quite clear that the only economic argument which ever was entitled to any consideration beyond the purely selfish one of the Indian revenue collectors, is shown to be entirely without solid basis. There would be not the least dislocation of labour or distress amongst the poor and needy tillers of the soil in British territory, if the crop were changed from poppy to wheat at a stroke of a clock at midnight to-night. As for the area in China occupied by the poppy, there seems to be little doubt that it could equally profitably, and without any large amount of distress, be put under other crops, quite as badly needed in China as wheat and cotton are to the British manufacturer." What would happen if the poppies were turned to wheat in a single night and the peasant who had been looking forward to a comfortable winter found themselves defrauded of their rights? The answer is simple: it would be a revolution. The rice stock referring to the purely selfish interests of the Indian revenue officers in this consideration should make the rascals squirm. But, thinking it over, are not we, the people who live in towns and indulge in luxuries, who never give the slightest heed regarding the actual value of a thing so long as we desire it and can afford its intrinsic value, are not we the very people who are likely to benefit by the selfish interests of the revenue officers both in India and Hongkong? We hardly think that argument, kept in the refrigerator although it may be to ensure an effective climax, when the whole question comes to be settled once and for all, will greatly influence the verdict.

"POLICE-CONSTABLE Wilson while on duty at Wanchai on the night of the 11th inst. was summoned to a certain house on the Praya to put an end to a disturbance. Two Japanese, he was told, 'with clip knives in the hands, were seeking admission to the house. Before the officer could reach the spot the disturbance of the peace had become a scene of chaos, and one, escaped. The other, taken down, was pursued and captured. In his belt was found a knife. He was removed to No. 2 Police Station and charged with disorderly behaviour, and released on \$1 bill. He did not put in an appearance at the Police Court on the 7th inst. when the case was called, and his bail was cancelled."

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

WEST RIVER PATROL.

THE BRITISH FLOTILLA.

OPPOSITION BY CANTONESE AT PEKING.

[From Our Own Correspondent.]

Shameen, 7th December.

A telegram has been received here from Peking.

The message reports that the Cantonese officials at the Capital, on learning of the despatch of the British flotilla to police the waterways of Kwangtung, wired to the Viceroy requesting His Excellency to communicate with the British Admiral with a view of securing, as soon as possible, the withdrawal of the British vessels from this special service.

The Peking Cantonese apprehend that, if the squadron continue to police the waterways, trouble might arise.

CONDITIONAL WITHDRAWAL OF THE FLOTILLA.

WAIWUPU'S INSTRUCTIONS TO VICEROY CHANG.

BRITISH CLAIMS TO BE PAID.

[From Our Own Correspondent.]

Canton, 7th December.

Another despatch on the subject of piracy has been received by the authorities, by telegram, from Peking.

The wire is from the Waiwupu to Viceroy Chang.

The despatch states that representations have been received from the British Minister who urges that, if immediate payment is made of the indemnities for piracies on British vessels on the West River, the withdrawal of the British flotilla will immediately follow.

Viceroy Chang is instructed to cause a correct statement to be drawn up of all British vessels pirated, with the amounts of compensation due in respect of each.

H.E. is also instructed to make immediate arrangements for the raising of the necessary funds in order to meet the outstanding claims.

It is desired that a satisfactory settlement should be arrived at an early date.

WEST RIVER PATROL SERVICE.

AMICABLE SETTLEMENT IN SIGHT.

JOINT BRITISH AND CHINESE POLICING ARRANGEMENTS.

[From Our Own Correspondent.]

Shameen, 12th December, 2.55 p.m.

Information has been received to the effect that the Minister for Great Britain at Peking, Sir John Jordan, has consented that the patrol service of the West River shall be controlled under joint arrangements to be concluded between His Excellency the Viceroy and His Excellency Admiral Sir Arthur W. Moore.

EX-VICEROY SHUM.

PROCEEDING TO PEKING.

[From Our Own Correspondent.]

Shameen, 7th December.

It is reported from Shanghai that H.E. ex-Viceroy Shum, in obedience to Imperial commands, is shortly proceeding to Peking.

[As reported by us last evening an Imperial receipt was issued through the Grand Council on the 28th ultimo ordering Tien Ch'un-hsueh, ex-Viceroy of the Liang-kwang provinces, to proceed to Peking without delay.—Ed. H.K.T.]

CHINESE OPIUM QUESTION.

BRITISH CONDITIONS ACCEPTED.

CHINESE DECREASE TO BE COINCIDENT WITH INDIA'S LOSS.

[From Our Own Correspondent.]

Shanghai, 8th December, 3.5 p.m.

The Imperial Government of China have, through the Waiwupu, notified the British Minister at Peking, Sir John Jordan, that the conditions required by Great Britain—that the reduction in the cultivation and exportation of Indian opium will only be enforced and secured provided the cultivation and sale of the plant in Chinese provinces are made coincident

with the one with the other—have been accepted and will be carried into effect.

The Chinese authorities have also withdrawn their proposal which was submitted to the effect that imported opium should be subjected to an increased duty rate.

YUMCHOW BANDITS.

STORM AND CAPTURE THREE FORTRESSES.

GOVERNOR OF KWANGSI REPRIMANDED AND THREATENED.

[From Our Own Correspondent.]

Shameen, 10th December, 3.10 p.m.

The Yumchow bandits, who, as previously recorded, fled to the Province of Kwangsi, have taken by force of arms three fortresses, at a city named Chun Nan-kwan, which lies between Lungchow and Longson.

The Governor of Kwangsi has been severely reprimanded by the Imperial authorities for his feeble control over the Province.

Orders have been issued by the Throne that, if the spoilers are not immediately captured, all the Kwangsi officials, from the Governor downwards, will be punished with the utmost severity.

KWANGSI BANDITS DEFEATED.

GALLANT FIGHTING OF IMPERIAL TROOPS.

THREE FORTRESSES RE-TAKEN.

[From Our Own Correspondent.]

Shameen, 11th December, 3.15 p.m.

Three of the four fortresses at Chun Nan-kwan, which were captured by the Kwangsi bandits some days ago, have at last been re-taken by the Government troops under Colonel Luk.

The fortresses were stormed with great gallantry by the Imperial forces, against a desperate resistance which was offered by the bandits.

After two days' and nights' hard fighting, in the course of which sever losses were experienced on both sides, the brigands were completely overpowered, and surrendered on the 8th inst.

The number of the casualties has not yet been ascertained.

CHEKIANG LOAN.

URGENT APPEAL TO BRITAIN.

HUGE "SOLATUM" OFFERED FOR ITS CANCELLATION.

[From Our Own Correspondent.]

Shanghai, 13th December, 2.55 p.m.

The Imperial Chinese Government have telegraphed instructions to the Chinese Minister in London, Lord Li, commanding him to inform the British Government of the extreme difficulty which was likely to be experienced should the original agreement in connection with the acceptance of a loan through the British and Chinese Corporation for the construction of the Chekiang railway be insisted upon.

It is reported that the gentry have offered the British and Chinese Corporation a *solatium* of one million taels for the cancellation of the loan proposal.

[N. C. D. News.]

Viscount Aoki's Recall.

THE AMBASSADOR INTERVIEWED.

Tokio, December 4.

His Excellency, Viscount Aoki, who has been interviewed at Washington, states that he is returning home for the purpose of reporting verbally to his Government on a number of subjects, including immigration. His return can in no way be construed as an indication of any unfriendliness between the two nations, for the American Government knows very well that Japan is disposed to be one of her best friends.

The adjustment of the immigration question, said the Ambassador, presented no problem of any serious nature.

FURTHER EXPLANATIONS.

New York, December 4.

It is reported that Viscount Aoki, Japanese Ambassador at Washington, has informed President Roosevelt that he has been summoned to Tokyo for a conference on questions pending between the United States and Japan.

A belief is prevalent that this in reality means the Ambassador's recall, such a decision having been prompted by the antagonism of the Progressive party.

Mr. Root, Secretary of State, says that there is a break in the relations of the two countries.

THE SIGNIFICANCE OF THE RECALL.

Tokio, December 4.

The recall of Viscount Aoki, Japanese Ambassador at Washington, is confirmed; but the step has not been taken with a view to making Japan's policy in America more aggressive, as has been suggested by the editorialists of the last year, and the balance of the sentiment is in favour of making them more friendly.

Japan and America.

THE RECALL OF VISCOUNT AOKI.

New York, December 5.

The London Press finds the recall of Viscount Aoki significant at this juncture. *The Globe* considers the recall unfortunate, coinciding, as it does, with the President's Message, which is silent on the subject of Asiatic immigration.

THE PRESS ON THE RECALL.

Tokio, December 5.

Telegrams from America purporting to give the alleged cause of Viscount Aoki's recall are circulated in Tokyo. One journal states that the arbitrary promise given by Viscount Aoki to the Washington Government that legislation would be passed in Japan prohibiting immigration to the United States was the immediate cause of the recall.

Another paper admits that Viscount Aoki alone is not responsible for recent events, but it is not to his advantage that he is unable to see eye to eye with his superiors and with public opinion.

Baron Takahira, formerly a *perpetua grata* at Washington and now Ambassador at Rome, is generally mentioned as Viscount Aoki's probable successor.

MR. W. H. TAIT'S TOUR.

New York, December 5.

There is a tendency in Europe to invest the meeting between the Tsar and Mr. W. H. Tait with special significance, which is, however, disclaimed by the U.S. Secretary for War himself.

The Recall of Viscount Aoki.

UNAUTHORIZED PLEDGES.

Tokio, December 6.

It is generally admitted by the Japan Press that the recall of Viscount Aoki was necessary for the maintenance of untroubled friendship between America and Japan. Viscount Aoki had given pledges, on his own authority, that Japan would participate in the Russo-American Bering Convention. He had further promised, also on his own authority, that a treaty would be ratified prohibiting Japanese emigrants as a *quid pro quo* for the San Francisco Segregation Ordinance.

The Tokyo Government, however, declined to take these pledges, and President Roosevelt's position was, therefore, rendered even more awkward than that of Viscount Aoki upon the opening of Congress.

Hence the Ambassador was recalled before Congress met.

A Possible Successor.

New York, December 6.

The appointment of Baron Takahira, at present Japanese Ambassador at Rome, to succeed Viscount Aoki would be popular in Washington.

THE LATE MR. F. RINGER.

MEMORIAL SERVICE AT NAGASAKI.

Mr. F. Ringer, whose death at Norwick, England, was briefly reported in our issue of Thursday, was born at Norwick in 1831. He came to the East in 1864, says the *Nagasaki Press*, reading at Canton, Amoy, and Shanghai for brief periods, and in August, 1875, went to Nagasaki to join the firm of Messrs. Glover & Co. as a partner. The following year he married, with Mr. E. Z. Holmes, the firm of Messrs. Holmes, Ringer & Co. Mr. Holmes retired from the firm after it had been established about one year, and thereupon Mr. Ringer remained the head of the firm. Mr. J. C. Smith, of Ayr, Scotland, was admitted into partnership, continuing in the firm until 1899, when he returned home. In 1898, deceased married Mrs. Edw. Pyle, wife of Governor of Amoy, and later two sons and a daughter. Mr. Ringer left Nagasaki in June this year for Chusan, where he stayed the summer, and then proceeded to England, arriving there about five weeks ago. Mrs. Ringer and the youngest son are in England. The deepest sympathy for the family is felt by the whole community at the great loss sustained.

Mr. Ringer's long association with Nagasaki was not devoted solely to the development of the business with which he was closely identified. He took a keen interest in everything which concerned the welfare of the foreign community, and was an enthusiastic sportsman. His hospitality was boundless, although his own habits of life were simple to a degree, and the news of his death will be received with regret in all parts of the world by shipping men and others whose travels have taken them to Nagasaki.

The deceased gentleman was the doyen of the Nagasaki Consular body. He was Consul for Belgium and only the year received the First Civil Order from King Leopold for his services in that capacity for over 25 years. He was also Consul for Norway and Denmark and Acting Vice-Consul for Portugal. The Consulate flags were flown at half-mast as a token of respect.

Telegraphic advice having been received at Nagasaki from England that the funeral service would take place at Norwick at 11 a.m. on the 2nd instant, arrangements were made for a memorial service to be held at Messrs. Holmes, Ringer & Co.'s office at that hour.

Mr. F. E. Ringer, the eldest son, was present at the service, which, in accordance with a wish expressed by deceased, was conducted by the Rev. A. R. Fuller and was attended only by the staff and employees of the firm and a few of Mr. Ringer's most intimate friends. Mr. Fuller paid a worthy tribute to the deceased in a brief address. After commencing upon Mr. Ringer's long connection with Nagasaki and the Far East, he stated that the deceased's character was the great virtue of sincerity, a half of candour and honesty. Another was generosity. Mr. Fuller said that he believed all present had experienced it and would bear him out in the statement that Mr. Ringer derived much pleasure from the exercise of that virtue, especially with regard to the produce of his wonderful garden. Much, however, of what Mr. Ringer had done for his fellow-men was known only to the recipients of his kindness, and in some cases the latter were unaware of the source from which the help came. The generosity was not confined to those with whom Mr. Ringer came into contact; the deceased had rendered substantial assistance to many in the home-land whom he did not know and who did not know him; and had probably never heard of him. Piousness of the burial service of the Church of England were then read and concluded the ceremony, which by its simplicity was in full accord with the known wishes of deceased.

The funeral took place in the family vault at the Rosary, Thorpe Road, Norwick.

THE cost of the steel armour-plate used in the construction of the battleship *Kurewa*, which was recently launched at Yokohama, is estimated at about ¥400,000. Of this sum ¥250,000 has been delivered out of the estimate for last year, and the balance of ¥150,000 is to be carried over to the estimate for this year.

BURGLARY AT OUBONG-SHA WAN.

FARMER ROBBED BY HIS BROTHER.

See Wo Tong, a little village quite close to Cheung-sha-wan, was the scene of a most audacious burglary before daybreak yesterday. Five suspects have been arrested, one on the spot by an Indian policeman, and the remainder later in the day, by Sergeant Sim. The two leading men, one of whom is the brother of the person who was robbed and the instigator of the robbery, have escaped, and it is believed they have crossed the border into Chinese territory.

The man who was robbed is a farmer residing with his family in an unoccupied house in the village. At one time the farmer's brother lived with him, but owing to the illness of the latter he left the village. The brother, who was turned out, obliging him with a note of the cash-out until about five o'clock yesterday morning, when he appeared outside his brother's house and asked for admittance. Immediately the door was opened seven men burst into the house, headed by the farmer's brother, who showed them the places where valuables were kept. The thieves set to work and removed two wooden boxes filled with clothing, \$5 in cash, and a quantity of jewellery. Soon after the robbers departed a bus-and-cry was raised. An Indian police constable was close at hand and he pursued the men, capturing one. A search of the village followed and four others were taken, but the two robbers could not be found.

The accused were arraigned before Mr. H. J. Gompertz, this morning, at the Police Court, and were ordered to be held for trial.

ANTI-OPIUM MEETING.

M. P.'S SPEECH AT SINGAPORE CHINESE CHAMBER OF COMMERCE.

The Singapore Free Press of 4th inst. says:—Some hundreds of Chinese of all classes assembled at the Chinese Chamber of Commerce in High Street last night to hear Mr. R. Laidlaw, Liberal M. P. for East Renfrewshire, speak on the opium question. Mr. Cho Peng Loung, the Chinese Consul-General, was present. Dr. S. C. Yin acted as Chairman and introduced the speaker.

Mr. Laidlaw said he was delighted to be present with them that evening, and to give such a large audience. The Chairman had informed them that he had come there to learn and not to instruct. He was quite aware that the opium question was one of which he had a great deal to learn. It had a great bearing on the moral and social position of this Colony. He was glad, and he was sure a very great proportion of the United Kingdom were glad, that was against opium had been located (hear, hear, and applause). They trusted that there would be a fight to a finish. It was the ultimate result, ten years was not too long a period. When the famous edict of the Chinese Emperor was issued in 1906, everyone in England asked the question, "In the Government of China since in this matter?" A second question then asked was "Is he able to extinguish the traffic in a period of ten years?" There were questions which he for one found it very difficult to answer; but during the last few weeks he had been giving the question a great deal of thought, and he was now in a position to say that the Government of China was in earnest in this matter and that the work could be accomplished. (Applause). Two things had led him to this conclusion. First, he had become aware that China had desired to become great and powerful and realised that while that great curse stood in the way, substantial progress could not be made. The second reason was that they had now in England a strong and powerful Government, which was determined to put an end to the traffic in opium, and it had been decided in the House of Commons by Mr. Morley that China did her part of the duty, the shipments (of opium) from India would be reduced one-half each year, and that England would put insist on the treaty regulations with regard to the taking of opium from India. He hoped, and believed, that the present Government in Great Britain, which attached so much importance to moral questions, would continue during these years. Events which had occurred during the last few years had proved that some of the leading men in that country were strong and earnest reformers. At the same time he was quite aware that this question did not rest with the law men at the front, but with the mandarins. They were all aware that last year a resolution was passed in the House of Commons unanimously declaring that this opium trade with China was morally indefensible. That fact led to the declaration made by Mr. Morley, which he had referred to. Since that time, both parties had been working hard to get rid of the traffic. China had closed a number of opium dens, removed certain officials and taken other steps to stop the opium habit. Mr. Morley had responded to that by ordering a decreased shipment from India this year. Some of their friends in England who did not believe in the suppression of this habit told them that any reduction they made in the shipments from India would be made up by the production in China. He learned in China that the cultivation of the poppy had generally been well under the control of the present Government, and those who were in earnest in the suppression of this vice would have it in their power to stop the cultivation in their provinces. He had heard a good deal while in China about "China for Chinese." Whatever that might mean, he was quite sure it did not mean less intercourse with the other world. (Rev. Cook's "hear, hear.") The present policy in China of keeping the construction of railways and other great public works in their own hands had his admiration. He was quite sure that the Chinese people, who were present that night, had been in sufficient contact with people to know that the more they had to do with the outside world in business, the better for all parties. The strongest nations of the world in modern and ancient times were those who had most intercourse with other nations. He commenced by saying that he had not come there to give instruction but to learn. He had said enough to show he was interested in the question. He would now proceed to ask a few questions.

(1) Do those present at this meeting desire the complete suppression of the opium habit in this Colony as they had in Japan?

(2) Do they desire the immediate suppression of the Gaming (?) and Opium Farms?

(3) Does the meeting regard Mr. Morley's proposals as fair and reasonable?

(4) Does the meeting think China can abolish the trade in ten years?

(5) Can the cultivation of the poppy in China be efficiently controlled?

(6) How can humble members of Parliament like myself help forward the great cause?

When I return to England, I will do my best to represent to Sir Edward Grey and Mr. Morley your views. If there is anything else I can do please consider me at your service. I will be very glad to do my best for this great work.

All the questions were answered in the affirmative, amidst much enthusiasm. With regard to the last question, the Chairman said that he had better have time to think the matter over and draw up resolutions.

HAIPHONG SHIPPING
BOYCOTT.

PROBABLE COMPROMISE.

CONFERENCE OF OWNERS AND SHIPPERS.

Our commercial readers will have read with interest the report which we have been able to publish exclusively, some days ago, of the boycott established by the Chinese rice dealers in Haiphong against the regular lines of steamers trading between that port and Hongkong. It was hoped that by maintaining a firm attitude and then to reduce the freight substantially the "shipping ring" would succeed in bringing the rice shippers to terms. Such a policy, however, by subsequent development of events, does not seem to command itself in the interests of the "pool". Our latest information is that probably a compromise may have to be arrived at as the only practical solution of the problem in order to remove the deadlock. We have already reported that the s.s. *Friskif* and the s.s. *Dagry* had been chartered on the basis of 10 cents per bag of 3rd pical rice Haiphong to Hongkong. The return of these vessels to the French port after unloading their first rice freight in this Colony does not portend any difficulty on the part of the native merchants to secure grain carriers on suitable terms. The return of such a facility which unquestionably obtains to the advantage of the boycotters, it would seem as if the original plan of the "ring" has undergone radical modification. Instead of "showing fight," we have reason to believe that a more conciliatory measure is to be resorted to, namely, for owners and shippers to meet half-way. In order to arrive at this amicable understanding, it is reported that a conference of owners and shippers was held on the 11th inst. The two were represented by the firms of Messrs. A. R. Marty & Co., Messrs. Jensen & Co., and Messrs. Butterfield & Swire. On behalf of the shippers representatives of the principal rice house in Hongkong attended the conference. The object of the meeting was to ascertain what substantial grievances, if any, the shippers had against the shipping firms. It was learnt in the course of the discussion which ensued that the dealers alleged inability to pay the freight of 2 cents per picul, owing as it was submitted, to the depressed state of the rice market in Hongkong. It was manifestly obvious that such an excuse would not hold at all seeing that the tendency of the local rice market has been one of firmness now for some time. The conclusion to be drawn, therefore, was that the determination to stand up against the "pool" was a strong one. Moreover, the 2 cents rate of freight was held as one which the shippers had carefully paid for the past ten years. After some discussion, no definite settlement could be reached, although it was apparent that there would be no disinclination on the part of owners and shippers alike to meet each other half way. We have heard it suggested that a common ground for a settlement may not improbably be a reduction of freight to 20 cents per picul, and to this effect we understand instructions have been wired to Haiphong with a view of conciliating the Chinese rice dealers. Meanwhile it is just possible that a second conference will be held in order to ratify the proposal which has not been finally removed from the region of debate.

SWATOW NOTES.

ST. ANDREW'S DAY.

[From Our Own Correspondent.]

Swatow, 6th December.
St. Andrew's day passed off here in an enjoyable manner, thanks to the kindness and hospitality of Mr. Richardson who issued invitations for music and dancing at his residence "Restalrig." A good programme of music was gone through, and then dancing commenced, and was continued till 3 o'clock next morning. During the evening many toasts were given, that of our kind host being drunk with enthusiasm, and the wish of all concerned is that may he long be spared to see many more St. Andrew's days.

RICK HARVEST.

The rice harvest is now being reaped and is one of the best for many years past.

GILBERTIAN CHINESE VERSE.

The following delicious piece of fooling is quoted by a writer in the *Shanghai Times*, who says: "It is in imitation of the well-known 'Brave Alan Bay' of W. S. Gilbert. It is only a further proof that even similes (stereotyped barbarism of a word) are human and may have a time for fun and fancy. I do not know if it has any name; but it does not need one."

In Yuen ming-yuen all gaily arrayed
In malachite kirtles and slippers of jade
'Neath the wide-spreading tea-tree, fair damsels
Are seen.

All clinging to Joss on the soft caressers.
But fairer by far was the small-footed maid
Who sat by my side in the staid-wal shade,
A-sipping the vintage of sparkling Lycches
And warbling the songs of the poet Maacke.

Oh! fair are the flowers in her tresses that glow,
The sweet-scented cumshaw, the blue pum-
And daisies I thought her of made in Pekin
As from the pagoda she bade my chin-chin.

One, in the twilight, to slig she began
As I touched the light notes of jewelled hampans,
While her own jetty finger-nails, taper and long,
Sweetly softly the chords of a tremulous gong.

She sang how "a princess of fair Pechelo"
Was carried away by the cruel Syce,
And married by force to that tyrant accout,
That Portuguese califf, Pylamab the First.

Thou her eyes were more bright than the yac-
nig's glow,
And whiter than buckteeth her bosom of
snow.

Yet alas for the maid! she is captive, and now
Lies caged in thy fortress, detested Macao.
But she muffled her face in her soborin's fold,
And the goater, she bribed with a lac-tal of
gold.

And away she is fled from the traitor's
baram,
And the punkah may flash and the com-
pandore gleam!

Thus she coaxed—and a bumper of opium, we
took,
And we smoked the glassing from a coral
chibouque.

And we daintily sipped upon birds' nests, and
snails,
And catfish, and macas and picols, and tasts.

And we gazed a long-piccol in honour of Fo,
And in praise of Feng-shan we made a know-
And the most beautiful girl in Pekin
Full asleep in the arms of her own mandarin.

"TIGERS" AT KOWLOON.

"SUCCESSFUL" HUNT
BY ENTHUSIASTIC SPORTSMEN.

Whether this story is true or whether it is a figment of the imagination of those "sportsmen" on the peninsula who see a tiger or leopard in every enigmatic village pariah dog, must be left to the credulity of our readers. But according to our informant, who is remarkable for his trustworthy news, a party of sportsmen, hailing partly from the railway works at Kowloon and partly from Hongkong, set out on last Sunday morning after two tigers which had been located by somebody on the mainland. The stalking was from a distance, the finest exhibition of wary vigilance that has ever been seen on the hills of Kowloon. The party found the "spoor" of an animal, several "spoor" in fact, and having done so spent a quiet hour over what is usually called a "recherché cold collation." On resuming, the "guns" made hot on the trail of the tigers and eventually caught sight of a pair of leopards which at this time became leopards. The whole company fired as one man and made excellent practice, nobody being injured in the slightest degree. Our informant avers that he certainly killed one if not both of the leopards with his single shot, but failed to get the skins in proof of his prowess because the carcasses fell down a mountain 2,000 feet in height. Darkness was coming on, and the sports being tired, the waterfisks also being empty to the last drop, returned to Kowloon well satisfied with the day's happenings. It is confidently believed that as a result the natives across the mountains will provide pedigreed leopards for qualified and enthusiastic sportsmen, at accessible spots, on every Sunday in future.

SHANGHAI WEDDING.

VON STOCKHAUSEN-KLOPPER.

The N. C. D. News of 4th inst. says:—A large congregation assembled at the Free Christian Church yesterday afternoon on the occasion of the marriage of Mr. Augustus Robert von Stockhausen, second surviving son of the late F. W. G. and Mrs. von Stockhausen, of Hongkong, to Miss Mary Elizabeth Klopfer, only daughter of Captain J. Klopfer, of the China Merchants' Steam Navigation Company, and Mrs. Klopfer of Shanghai. The civil part of the ceremony took place at the British Consulate before Sir Pelham Warren, K.C.M.G. The Rev. H. H. Willett, B.Sc., officiated at the Free Christian Church, which was very artistically decorated with bamboo, white chrysanthemums, geraniums and ferns, the bride and bridegroom standing beneath a huge floral bell suspended from the centre of an arch of evergreen, ferns and white flowers. The bride, who was given away by her father, wore a gown of silk cologne trimmed with point lace, with full court train. The tulle veil was surmounted with a wreath of orange blossoms and she carried a bouquet of white roses and carnations. Mr. G. Burton Sayer was groomsmen and the bridesmaids were Miss Parrott and Miss Ethel Parrott. The bridesmaids were attired in dresses of pale green Watteau and carried bouquets of pink and white carnations. Messrs. D. R. Donnelly and F. H. Hiscok acted as ushers and Mr. C. F. Gammon presided at the organ. The hymns sung were "O perfect Love" and "O Saviour, Guest most Courteous." The reception was held at the home of the bride's parents, Woonung Terrace, after which Mr. and Mrs. von Stockhausen left by the Manchuria for Japan, where the honeymoon will be spent.

VOLUNTEER CORPS ORDERS.

ORDERLY OFFICER.

Orderly Officer for week ending 14th December, 1937, Lieut. Scott.

GUNNERS' CLASS.

Monday, the 9th, Wednesday, the 11th; and Friday, the 13th, at 5.30 p.m.

Only members selected by Officers Commanding Units to attend. It is most important that all men selected should attend these drills. Both instructors will attend.

Members who attend this class will be examined at 7.30 p.m. on Saturday, the 14th, by the Instructor in Gunnery R.A. and those who are unable to attend on Saturday will be examined on Sunday, the 15th, at 9.30 a.m.

ALL UNITS.

Parade—At headquarters at 5.30 p.m. on Monday, the 9th December, for infantry drill. Serg. Downes, 3rd Middlesex Regt., will attend.

ARTILLERY UNITS.

Parade—At headquarters at 5.30 p.m. on Friday, the 13th December, for Maxim gun drill. Serg. Windsor, R.G.A., will attend.

ENGINEER COMPANY.

Parade—At West Fort, Kowloon, at 6 p.m. on Wednesday, the 11th December, for technical instructions.

TAIKOO DETACHMENT.

Parade—At Taikeo at 5.30 p.m. on Thursday, the 12th December, for gun drill. Serg. White, R.G.A., will attend.

JOINED.

Mr. J. Kirby joined the Corps on the 2nd December, assigned Corps No. 1,006 and posted to the Left Half No. 2 Company.

RESIGNED.

Gunner H. Warrington is permitted to resign on leaving the Colony with effect from the 12th November, 1937.

Trooper H. B. L. Dowling is permitted to resign on leaving the Colony with effect from the 28th November, 1937.

TRANSFER.

Gunner A. Melbye is transferred from the Left Half No. 1 Company to the Engineer Company, with effect from the 20th November, 1937.

LEAVE.

Captain G. P. Lamont is granted leave of absence of the Colony for four months with effect from the 1st December, 1937. Captain G. G. Wood will command Left Half No. 1 Company, during Capt. Lamont's absence.

NOTICE.

Members should attend at headquarters at 5.30 p.m. on drill nights to be measured for winter uniform.

Note.—No member will be allowed to take away his uniform from Volunteer Headquarters on drill night. It has been fitted and passed by an officer.

LEFT HALF NO. 1 COMPANY.

The extra shoot for those who were unable to attend the first of the series will take place at Tai Hang Range on Sunday, 20th inst., at 9.30 a.m.

GYMNASTIC CLASS.

The gymnastic class will be on every Tuesday and Wednesday, at 4.15 p.m. until further notice.

THE CHINESE PROCESSION.

ANTI-OPIMUM DEMONSTRATION
OPPOSED BY OPIMUM FARMERS.

We understand that, in connection with this section of the monster procession concluding last Saturday, which demonstrated the evils of the opium habit when indulged in to excess, the Opium Farmers have, through their solicitors, made representations to the organising committee of the procession, in opposition to the anti-opium demonstration.

A SUCCESSFUL TERMINATION.

But for weather conditions over which the promoters had no control the memorable Chinese procession of last week has been pronounced an "all hands to have been an unqualified success." Not only was the procession a magnificent spectacle, but it was also a triumph for the anti-opium cause. The public-spirited and energetic promoter of the pageant, that financially the project has resulted in material benefits to the three public institutions it was designed mainly to donate surplus from the funds to, after the expenses have been paid. So far as it has been possible to ascertain the approximate balance at this date, Mr. Ho Kom Tong reckons that there will be an available sum of \$12,000 to replenish the depleted coffers of the Alice Memorial Hospital and the District Dispensary, and for the projected Yau-mai Hospital. The total amount which the committee collected was \$20,000, and their expenditure was the moderate sum of \$7,000 which included two-thirds cost of the lantern procession, the other third being paid by the Salt Fish Guild. What the actual cost of the entire procession was, however, the committee did not intend to state, since the sections contributed to by the various Guilds in the Colony will be paid for by each one respectively. It may not be generally known that Mr. Ho Kom Tong had only twenty-nine days at his disposal within which to provide an "amusement" for the millions of such gigantic proportions. It speaks much for his organizing ability when it is mentioned that the Macao pageant took three months in getting up, and was of considerably smaller dimensions. Mr. Chan Siu-ki was an able lieutenant, and to him also belongs much of the credit of the success attained last week. It is estimated that not less than 8,000 Chinese were directly connected with the "show" in one form or another. Of that number quite half were residents. Chinese or those who have crossed over from the New Territories. Their wages were for coolies \$1.50 per day. The lanterns which formed such a picturesque feature of the procession were carried by night were all made in Hongkong by experts in this special branch of art brought over from Tai Leung. They were made of fine gauze, mica and rice paper. Mr. Ho Kom Tong was asked as to the report we printed on Saturday as to the protest from the Opium Farmer against the anti-opium demonstration. He admitted to our representative the substantial accuracy of the statement. That special section of the pageant was introduced upon the application of the Anti-Opium League in Canton, organized by Chinese doctors, dentists and others. It may be remarked that a similar demonstration was made in Singapore a few months ago, although it lacked the details and completeness of the general "get-up" which characterized the tableaux parading the streets of Hongkong in so grotesque a manner last week.

COTTON SPINNING IN JAPAN.

EXPANSION SINCE THE WAR.

According to the investigations made by the Nippon Ginso the total amount of authorized capital for the new enterprises which had been promoted since the termination of the late Russo-Japanese war amounted at the end of October to ¥256,000,000 and that for the extension of already existing companies to ¥523,000,000, making the grand total ¥779,000,000. Among the numerous new enterprises which had been promoted during the period of the business "boom" subsequent to the restoration of peace, many have been obliged to collapse as the result of the economic depression which has prevailed since the beginning of the present year. Some of them have either curtailed the amount of their capital or have been incorporated with other companies already carrying on business. There are also some schemes which are, so to say, in a state of unstable equilibrium, oscillating between dissolution and flotation. It will be of some interest to those who are interested in the future of Japanese cotton spinning to know the actual condition of those companies which have withstood the economic crisis and are on the fair road to healthy development. The following is a general account of the actual conditions of companies—newly promoted and old ones—of various descriptions:—

Spinning Industry.—According to the latest statistics the annual production of cotton yarn in Japan amounts to about 1,000,000 bales, of which two-thirds are taken up for home consumption and one-third for export, chiefly to China. For the first six months of the current year the total output was 504,000 bales, of which 330,000 bales were exported to foreign countries. For the second half-year it is expected that the amount of export will be considerably less on account of the depreciation of silver exchange rates. Turning attention to the past of the cotton spinning industry in Japan, it was just after the termination of the China-Japanese war that the industry gained its first impetus and many extensive spinning mills were established in various localities of Japan, which are the principal centres of the cotton spinning industry. With the subsequent increase in the demand for cotton yarn many new factories were set up on an extensive scale, and during the years 1902-1903 the prosperity of the cotton spinning companies was at its zenith.

After the Russo-Japanese war, the spinning industry underwent a somewhat different phase compared to other industries. Instead of new companies being promoted, large numbers of old concerns had recourse to the extension of their factories. The Nippon Ginso returns for the month of October quote the authorized capital of new cotton spinning companies at ¥57,000,000, while that for extension is quoted at ¥120,000,000. The names of the newly-promoted companies with their authorized capital are as follows:—

Nippon Spinning Co.	¥10,000,000
Nippon Silk Co.	20,000,000
Nippon Silk and Cotton Spinning Co.	3,000,000
Tokai Spinning Co.	10,000,000
Tokai Spinning Co.	5,000,000

The above six companies are those which have been newly promoted, while there are about 17 old companies which have decided upon the extension of their works, including such big concerns as the Tokyo Spinning Company and the Kanagawa Spinning Company. Out of the six new companies above mentioned, two, namely, the Tokai and Tokai Spinning Companies, have already gone into liquidation and two have been incorporated with the old companies, the Tokai with the Fukuoka Spinning Company and the Nippon Silk and Cotton with the Kanagawa Spinning Company. The

only concern which has completed its first call on shares and is progressing with the work of construction is the Nippon Spinning Company, while the work of extension in the old companies is being pushed on with great energy and speed, so many as may be seen from the following account of the progress of work in some of the companies:—

Nippon Spinning Co.—The above company, the managing director of which is Mr. Fukutaro Sakuma, is a concern with the authorized capital of ¥20,000,000, of which ¥2,500,000, the first call on shares, has been paid up. The formal permission for the establishment of the company has been granted in January, the site for construction of the mills has been selected in the neighbourhood of the celebrated Kamado temple in the suburbs of Tokyo. The building of the No. 1 spinning mill has been almost completed, and the No. 2 mill is in course of construction at present. The total number of spindles for the first business period is 10,000 and the number of mill hands about 1,000, almost all of whom have been already contracted for. It is expected that the company will commence business about March of next year.

Tokai Spinning Co.—The chief promoters of this company are Messrs. Kyogo Kikuchi and Seitaro Kameoka. Its capital is ¥2,000,000, it being the intention of the promoter to work in the first stage 30,000 spindles and 200 weaving machines. On account of financial depression some difficulty appears to have been experienced in the difficulty for shares and it is questioned whether the company will be able to survive the present financial depression or not. From one point of view the company may be looked upon as an extension of the Amagasaki Spinning Company, because out of the total number of 40,000 shares, half have been allotted to the shareholders of the above-mentioned company, and 10,000 shares are to be taken by the promoters of the company. The shareholders of the locally promoted shares are to be set up in the form of shares to be offered to the general public in the remaining 10,000, so that even if there is any difficulty experienced in the call on shares there will be no fear of the company being dissolved, the most probable alternative being the incorporation of the company with the Amagasaki Spinning Company.

The above is the actual condition of the spinning companies which have been newly promoted. The No. 17 or 18 old concern which have decided upon extension are continuing extensions in their mills, the estimated increase in the number of spindles being more than 500,000. With regard to the three spinning companies in Tokyo the following is the latest account:—

Kanagawa Spinning Company.—The extension of the work in the above company has been pushed on with great energy of late, especially since the incorporation of the Nippon Spinning Co. and the Kanagawa Spinning Co. (authorized capital ¥2,000,000 and paid up capital ¥1,500,000) this spring. The new buildings in the neighbourhood of the principal factory in Tokyo being on the point of completion, the machinery will be set up at an early date and it is expected that operations will be commenced from next year. The extension of the Kyoto Spinning (silk) Mill has also been commenced, and the foundations of the branch cotton spinning mill at Takasago, in the province of Harima, have been laid. When all these extensions are in full working order the company will have the addition of 600,000 spindles.

Tokyo Cotton Spinning Company. This company, which has been established with the paid-up capital of ¥750,000, made two extensions during last year and is now an influential concern with an authorized capital of ¥4,800,000, of which ¥2,100,000 has been paid up. The extension works at the main factory in Fukuoka for 10,000 spindles have already been completed, and a new factory in the neighbourhood of Seto, in the site for which has already been selected. The total number of spindles increased will be 60,000 when these new mills are in working order.

Fuji Cotton Spinning Company.—The No. 1 new mill at the works of this company in Koyama has been almost completed and the No. 2 new mill is in course of construction, being expected to be completed next spring. The new silk spinning mill at Hodegaya, near Yokohama, is also in course of construction, the extension of the mill being expected to be completed in the full working order of the work will be in full operation about March of next year.—*Japan Chronicle.*

THE NIPPON YUSEN KAISHA.

HALF-YEARLY GENERAL MEETING.

At the half-yearly general meeting of the Nippon Yusen Kaisha, held in Tokyo on 27th inst., the directors of the company, who stated that both the goods and passenger traffic on all lines, coasting and foreign, had shown much prosperity during the half-year under review, but owing to the advance in the prices of commodities and the increase in wages, &c., together with the decline in freight due to the increase in shipping, the result of the working of the company had not proved altogether favourable.

The board of directors had resolved to raise the rate of freight as far as practicable and to promote every effort in order to obtain better results in the future; but the President's tone was anything but optimistic, and he expressed the fear that the results during the coming period might be even more unsatisfactory in consequence of the further advance in prices of commodities generally and the general depression of trade.

After a few questions had been put by shareholders, a motion was proposed that the amount to be paid to the directors and auditors should be calculated in proportion to the profit for each period, and further, that the sum of ¥7,338, proposed to be devoted to bonuses, should be reduced to ¥5,789 (5 per cent of the net profit for the period under review). The motion was lost, and the amount originally proposed was carried by a large majority.

The meeting then proceeded to elect auditors, and Messrs. Arishima and Iida were nominated and re-elected. According to the report before the meeting, the company's steamers in service on the coasting and foreign lines during the period under review numbered 81, with an aggregate tonnage of about 264,000, in addition to nine Government steamers with a total tonnage of about 35,000, together with a number of chartered vessels. The cargo carried aggregated about 1,600,000 tons, while the passenger traffic during the half-year amounted to 1,200,000 and the total mileage of navigation registered by steamers of the company's fleet was more than 1,500,000, the longest in the record of the company.

The net profit for the period under review amounted to ¥1,777,150, but this included a surplus of ¥509,347 brought over from the preceding period. "Profitable" ¥5,789 has been placed to the reserve, ¥7,338 will be paid as bonuses to the directors and auditors, while ¥1,000,000 will be distributed as a dividend, being at the rate of 10 per cent. The amount of the special dividend (absorbing ¥2,000,000) at the rate of 2 per cent per annum being also paid, making the total dividend at the rate of 12 per cent, and leaving a surplus of ¥3,078,831 to be carried forward.

CRIME IN HONGKONG.

A SMALL POLICE CALENDAR.

7th inst.
Despite the large influx of Chinese into the Colony during the last few days to witness the procession it will be interesting to learn that, contrary to all expectations, the Police Court calendar for this morning did not show any extraordinary increase in the number of cases coming before the magistrates for trial. As a matter of fact, the few cases of robberies and pickpocketing, to be precise, six in number—that have come within the notice of the police during the past forty-eight hours were of such a character as to appear inconsequential. This speaks highly for the police, and when it is considered that in every case an arrest has been effected, the credit must go to Captain Lyons (Superintendent of Police), Chief Inspector Baker and the other inspectors for the able manner the crowd was handled, thus preventing further robberies. Of the six arrests made, all in the Central district, three alleged pickpockets were found not guilty by the magistrate, this morning, and released. One, Ng Chuen, who is accused of robbing a hawk of \$3.65, was remanded to allow further inquiries to be made. The fifth—Chan Shing—was sentenced to a month's hard labour for removing a gold earring, valued at \$18, from a Chinese woman's head at noon, yesterday, while the last man, who was seen sliding down the waterpipe of house 187, Queen's Road Central, early yesterday morning by Indian policeman 697, was given three weeks' imprisonment.

JAPANESE GODOWN BURIED.

THIEVES REMOVE LARGE QUANTITY OF CROCKERY.

Leung Tin, a coolie, residing at Third Street, and Kwan Loi, of 125, Second Street, West Point, were apprehended last Friday for the larceny of \$125 worth of Japanese crockery ware from a godown at West Point, and a painter and a grocer, residing at 70 and 68 Second Street, respectively, and a shopkeeper of First Street, were arrested on charges of purchasing the stolen crockery.

The godown in question is situated at 279, Des Voeux Road Central, and is rented by Mr. S. Suga, a Japanese curio dealer, carrying on business at 285, Queen's Road Central. On the 5th inst. Mr. Suga paid a visit to the godown and discovered that thieves had entered the premises. Four or five cases of his best crockery ware were missing. Inspector Collett was soon notified, and a close examination showed that the robbers had entered the godown by climbing over a twelve feet wall which surrounds the building. Once over the wall the thieves had made no trouble, as the godown was experienced in getting admittance, for the rear door of the godown was not locked. Detectives soon traced the missing goods to the people who purchased them, and from these persons sufficient information was received to arrest the two men, who were alleged to have entered the godown.

At the Police Court, on Saturday morning, the quintette were brought up for trial. The receivers showed to the satisfaction of the Court that at the time they purchased the crockery they were not aware that they were buying stolen goods, and were discharged. The other two were convicted of theft and sentenced to six weeks' hard labour each.

CHINESE RAILWAYS.

It is stated that the northern part of the Tientsin-Chinkai Railway will be constructed, equipped, and worked on behalf of the Imperial Chinese Government by the Deutsche Asiatische Bank, and the southern part constructed, equipped and worked on behalf of the Government by the British and Chinese Corporation, Limited. Negotiations with a view to a final agreement have been going on for a period of five years. In 1905 a draft for the full contract was formally laid before the Chinese Government. The terms of the document are not yet officially available, but it is believed that by it the terminus is changed to Pukou, opposite Nanking, and the loan is increased to £10,000,000, of which £6,000,000 is to be German and £4,000,000 British capital. The first part of this amount is now it is said on the point of being raised in the form of a Chinese State 5 per cent loan for three millions. It would appear that various demands recently made for the cancelling of the concession, and the substitution of a Chinese group for the Anglo-German syndicate have failed, and the present concessionaires are now, after very many vexatious delays, to be placed in a position to commence work.—*Shanghai Times.*

FOOTBALL.

LUSITANO FOOTBALL CLUB.

Eleven-a-side Competition.

The table now stands:—

	P.	W.	L.	D.	A.	F.	Pts.
Ozorio's team (C)	4	3	0	1	5	2	10
Victor's team (D)	4	3	0	1	4	1	10
Cordelio's team (B)	4	3	1	0	12	2	9
Roxa's team (G)	4	1	1	1	5	2	7
Barretto's team (H)	3	1	1	1	2	4	4
Britto's team (F)	4	1	3	0	1	4	3
Barro's team (A)	3	0	3	0	0	10	0
Ribeiro's team (E)	4	0	4	0	7	0	0

3 points for a win and 1 point for a draw.

GARRISON FOOTBALL LEAGUE.

VICTORIES FOR THIS WEEK.

Monday 9th, No. 88 Co. R.G.A. v. No. 87 Co. R.G.A. Reference: Q.M.S. Edwards, R.E.
Tuesday 10th, "E" Co. 3rd Mx. v. "H" Co. 3rd Mx. Reference: Corp. Shute, R.E.
Wednesday 11th, No. 85 Co. R.G.A. v. No. 40 Co. R.E. Reference: Le Grove, A.O.C.
Thursday 12th, "A" Co. 3rd Mx. v. No. 25 Co. R.E. Reference: Corp. Griffiths, A.O.C.
Friday 13th, Departmental v. "F" Co. 3rd Mx. Reference: Q.M.S. Thorp, R.G.A.
Saturday 14th, No. 84 Co. R.G.A. v. No. 87 Co. R.G.A. Reference: Corp. Platt, 3rd Mx.
Kick-off 3.45 p.m. sharp.

RESULTS LAST WEEK.

	P.	W.	L.	D.	A.	F.	Pts.
"G" Co. 3rd Mx.	2	0	0	0	0	0	0
Departmental	2	0	0	0	0	0	0
"H" Co. 3rd Mx.	0	0	0	0	0	0	0
No. 40 Co. R.E. (informed)	0	0	0	0	0	0	0
No. 25 Co. R.E.	0	0	0	0	0	0	0

LEAGUE TABLE.

	P	W	D	L	Pts
* "G" Co. 3rd Middlesex	9	8	1	0	26
* "F" Co. 3rd Middlesex	7	6	1	0	22
* "A" Co. 3rd Middlesex	7	5	1	1	20
No. 40 Co. R.E.	6	3	1	0	19
No. 88 Co. R.G.A.	7	3	1	0	19
Departmental	7	3	1	0	19
* "H" Co. 3rd Middlesex	6	1	1	3	6
No. 87 Co. R.G.A.	6	2	1	4	12
No. 85 Co. R.G.A.	7	1	1	0	9
No. 25 Co. R.E.	5	1	1	0	9

* 2 points for game forfeited by No. 40 Co.

SILVER EXCHANGE.

BANK MANAGERS INTERVIEWED.

INFLUENCE ON THE COLONY.

To the initiated or the uninitiated, to the merchant or the counter-clerk, to the civil servant or the public official, the silver market for weeks past the question of exchange has presented an absorbing interest. That interest has been intensified by the steady drop in the gold price of silver until to-day it has reached 25½ per oz. with silver exchange on London quoted at an abnormally higher rate than the dollar parity would justify. This and other considerations led to a desire for information on a subject which, though generally discussed, is but little understood. Excepting for the exchange bankers, the bill-brokers and the importers and exporters, the ordinary man-in-the-street talks of the rise and fall of the dollar with a vague sense of its significance or the influence which it bears on the course of trade in Hongkong, and not inconsiderably also upon the financial condition of the Government of the Colony.

With a view of placing before our readers a correct estimate of the silver situation, a representative of the *Hongkong Telegraph* was detailed to interview, on the morning of the 11th inst., the fact that that day appeared an unusually busy one our representative was promptly ushered in to the managerial sanctum of two local Banks and in each case was accorded a quarter-of-an-hour's interview replete with the latest and most interesting information on the commercial problem of the hour, at any rate as affecting trade conditions in the Farther East.

To the inquiry as to the reason for the steady drop in exchange, the Bankers said: "India presents the chief of the situation." "May I quote to you what has been lately expressed by a *confidant* of mine, also to a Press interview, on the relative position of India to the silver market. 'The needs of the Indian Government form, perhaps, the most important factor in the situation. They have left off buying for the moment, and whether there will be any resumption of purchasing, and if so, when, is most mooted. The condition of India, of course, far from satisfactory. Much will depend upon further rains, and the consequent prosperity of the population up country. No doubt, the Government will have to get more silver, but it may be some time yet.' That opinion was expressed now for some weeks ago. And that the pessimistic Indian outlook has not since improved, the course of silver will have told to its own tale."

"Then India is the mainstay of the silver market?"

"Unquestionably so. She had been a steadily large buyer, but when the withdrawal from the market as an active purchaser, the economic principles of supply and demand stepped in with the consequent result that the price of silver began to drop. It suffers, the same fate of any other commodity."

"Do you think there is the prospect of a revival in demand in the immediate future?"

"That I cannot say. Not being in the skin of the Finance Minister for India, I cannot forecast what his probable movements will be. But at an interested observer will tell you that reports from the agricultural districts of the Empire do not hold out sufficiently encouraging prospects."

"Will not China come to the rescue?"

"Well, I can liken the shipping of silver to China—at this juncture, to the sending of coal to Newcastle. As a matter of fact, China has already stored up the metal of this commodity, and has been in turn a seller abroad. However, what is of even greater importance, her currency is at present far in excess of her domestic requirements."

PARITY OF THE DOLLAR.

Pursuing the series of questions, our representative proceeded to inquire why the existence of so great a parity between the dollar quotation and the price of the white metal. Reaching for a little book on his desk, the local financier quoted therefrom the parity values upon different dates. The most important of these are that, whereas in April last the price of silver stood at 30d. the oz., and the T.T. rate was 20½d., the other day when silver had slumped to 25½d., telegraphic transfers amounted as high as 7.01. Asked for the explanation, all our representative was told was, that, there were extraneous influences operating on the part of the Eastern Banks. What those influences were the exchange magnate preferred not to disclose. Applying the standard formula to arrive at the true rate of the dollar its current value should not be more than 1.10-1.10½ with silver quotation at 25½d. the ounce. It will be seen that there exists at present a reversal of conditions. Whereas exchange used to be quoted at something like one-eighth below the dollar parity, to-day it is actually quoted at something like one penny above it.

A DOLLAR ANOMALY.

The presentation of this peculiar phase in the silver market led in the question being submitted: "Then why was there an importation of Hongkong silver dollars into the Colony of £25,500 by the last English mail steamer *Della*?"

"You must not forget that that money was probably imported by the Hongkong and Shanghai Banking Corporation and/or the Chartered Bank of India, Australia and China. Both these Banks must have a certain amount of silver dollars against their notes circulation—a provision which has not to be made by other exchange Banks. Those dollars partly go into the interior. The amounts held by the non-note-issuing companies and the infinitesimal in comparison, since the demand of their constituents for Mexicans is small. I may add that there is a great scarcity of silver dollars just at present in the London market, and though it might seem anomalous dollars are at a premium whereas silver, so to speak, is at a discount."

"Then please explain the availability of the last shipment to Hongkong?"

"I guess it was a shipment of purchases made some time back."

FUTURE PROSPECTS.

At the risk of importing the silver expert, the Press scribe asked to be given an inkling into the future prospects of the white metal, when the request was satisfied with the simple observation that "Prophecy in silver was a ticklish task."

INFLUENCE ON LOCAL TRADE.

"Will you be good enough to inform us what the influence would be on local trade by the recent heavy slump?"

"That would be a question for importers and exporters to answer. So far as I am concerned I can tell you that there have been recently considerable purchases of bills on London, even more so than when the dollar was at a higher value. Whether they are to meet drawings for commitments already made, or to anticipation of still greater weakness in silver, I cannot say."

"How will local conditions be affected?"

"Well, I suppose, by an automatic adjustment in prices of imports and exports. Will that be brought about immediately?—It must take a little while."

COLONIAL GOVERNMENT'S POSITION.

Seeing that the Colonial Estimates for 1908 had been framed on a two-shilling dollar for silver standard payment and gold salaries, reference was made to the question of the Government's position in the course of the interview. The Bankers' opinion, of course, could be no other than that the Government will have to provide, in one form or another, for the loss caused by the difference between the two rates of the day on which its sterling payments will have to be made during the ensuing year, (if the latter rate be below two shillings). With the Estimates framed to a nicety as regards the items of revenue, no one will envy the position created for the Governor by his financial advisers when they recommended him to adjust the revenue and expenditure sides of the Colony's Budget on the 2½ basis. Incidentally, it may be inquired, where are the sapient leaders of public opinion and the holders of the purse strings of the Colony when they voted the sound recommendations in these columns against committing the local Exchequer to a gold salary payments upon, an inequitable basis in so far as the rate-payers were concerned? Our unofficial legislative councillors have been willing puppets in the hands of a few official wire-pullers before the arrival of Sir Frederick Lugard. Will they approach our present Governor, who has given sufficient evidence of his sense of impartiality and fairness, with a motion for the withdrawal of the exaction demand upon the taxpayers? This is a question we submit in the interest of the Colony in general.

SOME OTHER CONSIDERATIONS.

The digression is pardonable. Immediately connected with the exchange question is that of the money market in Europe and America. That stringency is not without its effects on the Colony. For with the Bank rate ruling at seven per cent, coupled with the unpropitious silver outlook, we have reliable information that the exodus of ready money from the Colony has been proceeding steadily throughout the past fortnight. The heavy remittances made with a view of profiting by the higher Bank rate obtaining in London and also of a further prospective fall in exchange which, if the "extraneous influences" alluded to are removed as they might be at any moment. Meanwhile holders of scrips in public companies and corporations with large gold reserves have every cause for jubilation by reason of the fact of the enormous appreciation in the value of their holdings in January 1908. This has been the case with shares of the Hongkong and Shanghai Banking Corporation whose boom has been a substantial one during this week. Readers of the *Hongkong Telegraph* had their timely pointers. Again may reference be made to the prosperity which a low dollar should bring to the industrial concern of the Colony. And if the fall in silver should hit some interests harder than others, immediately concerned about the Colony, the general interest of the Colony, the Government will be brought to the mills of concern as the Sugar Refineries, the Cement Factory, and similar institutions whose export trade will advantageously and materially be affected thereby.

BRITISH AND CHINESE CORPORATION, LTD.

CANTON-KOWLOON RAILWAY.

The report of directors for the year ending June 30, 1907, states: Including the balance brought forward from the previous year of £10,827, the amount to the credit of profit and loss is £21,152, and having transferred £30,000 to a general reserve account the directors recommend that a dividend be paid on the 15th ult. of £7 10s. per share, free of income tax, which is at the rate of 15 per cent on the amount paid up, and will absorb £18,750, the balance of £12,402 to be carried forward. The progress made with the construction and equipment of the Shaohai to Yankong Railway necessitated the emission in January last of a further instalment of the Loan, and £650,000 Imperial Chinese Government Bonds for a Loan of £2,000,000 out of the 32,500,000 provided for the Loan Agreement. In order of issuing further bonds, the Chinese Government proposes to provide from funds at its disposal, the capital to complete the railway, which it is expected will be finished by the middle of 1908. In April last the Corporation made an issue of £1,000,000 of the Corporation Bonds for a Loan of £1,000,000 for the construction and equipment of a railway about 120 miles in length from Canton to the boundary of the Kowloon leased territory under British control. This line will connect with the one now under construction by the Government of Hongkong through the territory of Kowloon, terminating at the port of Kowloon, opposite Hongkong. The final survey and arrangements for construction are being pushed forward. Negotiations are pending for the final agreement for a loan to construct a railway of about 300 miles from Shoochow (on the Shanghai-Nanking line) to Hangchow and Ningpo. This will constitute a very important development of the Yangtze Valley Railway system. Negotiations are also pending for the cancellation of the Nanpao Coal Concession, the administration of the Imperial Railways of North China having refused to proceed with the development of the field in joint account with the Corporation.

THE ROYAL HONGKONG GOLF CLUB.

The monthly competitions for the Captain's Cup and May Cup were held at Happy Valley from the 7th to 9th December, 1907. The following cards were returned:—

CAPTAIN'S CUP.	
Mr. C. J. Satterthwaite, R.E.I.	84-10-74
Mr. E. D. Wilson	93-1-70
Mr. G. Wilson, R.N.	85-6-81
Mr. A. Gittins	84-2-81
Mr. H. C. B. T. T. T. T. T.	83-7-81
Mr. W. J. Grist	92-16-83
Mr. E. J. Grist	88-2-84
Mr. E. C. Lane	92-15-84
Mr. F. Taylor	92-7-85
Mr. F. Taylor	103-18-85
MAY CUP.	
Dr. L. A. Bais, R.N.	104-21-82
FOOT.	
Mr. C. J. Satterthwaite, R.E.I.	84-10-74
Mr. H. C. B. T. T. T. T. T.	84-7-77
Mr. G. M. Harrison	88-9-79
Mr. T. S. Forrest	78-2-80
Dr. Wm. Tall, R.N.	90-16-83
Mr. E. J. Grist	88-2-84
Mr. C. W. May	92-7-85
(24 entries).	
WINNER OF CAPTAIN'S CUP.	
Mr. C. J. Satterthwaite, R.E.I.	84-10-74
WINNER OF MAY CUP.	
Mr. C. J. Satterthwaite, R.E.I.	84-10-74
WINNER OF FOOT.	
Mr. C. J. Satterthwaite, R.E.I.	84-10-74

PIRATED JUNK CASE.

ATTORNEY-GENERAL NO "LOCUS STANDI."

SIR HENRY BERKELEY OFFERS HIS SERVICES.

Considerable argument was heard at the Supreme Court last Wednesday morning before the Full Court, comprising their Honours Sir Francis Pigott (Chief Justice) and Mr. A. G. Wise (Puisne Judge) on the question of the Attorney-General's *locus standi* in the motion for leave to appeal from the decision of Mr. Justice Gompertz delivered last month, in the case in which Mr. Tang Ming sought to recover from Kwong Yee King, in the alternative, the value of a junk in the hands of the latter. Sir Francis Pigott, in his judgment, deciding the case, held that the sale of the junk in his opinion was a sale of goods in "market overt" within the meaning of the Sale of Goods Ordinance, 1896, and found for the defendant.

Mr. W. Rees Davies, the Attorney-General, reminded the Court that the motion was adjourned last week in order that he might show what *locus standi* he had, in a private suit, he submitted that the Court, on the Attorney-General's right to appear in a private suit.

Mr. Justice Wise—You are not appearing for the Crown.

The Attorney-General—I am aware of that. Whom then do you appear for?—I appear for the appellant, on behalf of the Crown. The Attorney-General's position is exempted—He is not a member of the Bar. That Ordinance was passed at the time the Attorney-General had a private practice.

Sir Francis Pigott—The Attorney-General is appointed by the Crown.

The Attorney-General—Yes. The whole question is for the Government to decide and not for the Court. The Government might say—"appear for A. B. or not."

Sir Francis Pigott—We must see the Governor and question his rights.

The Attorney-General said that it was to be presumed that he would not appear unless he was acting for the Government. The point as to whether he had any authority to appear in the case might be raised by the other party concerned in the matter, but it was not for the Court to raise the question.

Sir Francis Pigott—Assuming you appeared for the appellant, what about costs?

The Attorney-General—The fact that your Lordship raised the question might lead the others to raise the same question.

Sir Francis Pigott—That you might be asked, because it was of public interest? What constituted a case of public interest? It was brought to Hongkong and here sold. The pirated junk belonged to a Chinese subject, and this fact alone was reason enough for the intervention of a neighboring country—the British Government was entitled to intervene. The first point made by the Attorney-General was that when Sir Henry Berkeley was acting as Attorney-General he once appeared for the Government of the United States and the defendant in a certain action.

Sir Francis Pigott—I don't think he appeared for the United States.

The Attorney-General here quoted authorities to confirm this point.

Sir Francis Pigott—In that case, I assume procedure was warranted by the Constitution. The Attorney-General was served on the Government. The Attorney-General moved on behalf of the Secretary of State. The Crown had a right to set aside these warrants. Sir Henry did not appear for a foreign country.

The Attorney-General—But the Admiralty advocate appeared on behalf of the Government.

Sir Francis Pigott—If you look lower down you will see someone else appeared for the United States. The Attorney-General stated that in this case the Government was interested on behalf of a foreign subject who was seeking to obtain a remedy for a grievance committed on the high seas, and in respect of which this Government was interested in the public weal.

Mr. Justice Wise—You mean to say that you want us to find for the defendant in order to indemnify him for having his junk pirated?

Sir Francis Pigott—I don't see how piracy comes into this. It is only a question of law and a market overt.

The Attorney-General—Yes, it is a question of law.

Sir Francis Pigott—There is no piracy. You say the Government might intervene for a foreign subject? Would you exclude the rights of a British subject?

The Attorney-General—No. It would make the decision an important one.

Sir Francis Pigott—The interference?

The Attorney-General said that the question of the position of the Attorney-General may be a peculiar one. Pleadings had been filed, and the third party was the Building Authority, and he had drafted the pleadings for the defence in the case against the Hon. W. Chabman, C.M.G. (Laughter). Proceeding, Mr. Davies said that it might be as well the Attorney-General knew what his position was; then he would be relieved of much of his work.

Sir Francis Pigott replied that if a public official were sued for fault done in his public duty, the Government was justified in standing by him, but was not justified in instructing the Attorney-General to appear for him. Suing a public officer was the short way for suing the Government. It would be the same way as suing an officer of the King's ships.

The Attorney-General—The application is tantamount to an appeal in *forma pauperis*.

Sir Francis Pigott—But there was no appeal in *forma pauperis*.

The Attorney-General—I am only saying this to protect myself. I am receiving no fee. If the Government had not instructed me, I should have been unable to engage Counsel as having no money.

Sir Francis Pigott—You say the Government cannot be guilty of the offence of malfeasance.

The Attorney-General—The Government, like the King, can do no wrong.

Sir Francis Pigott held that the Attorney-General had no *locus standi* in the case.

The Attorney-General—The Government will then employ the Crown Solicitor to instruct Counsel.

Sir Francis Pigott—I don't see how the Crown Solicitor can act. If the Attorney-General cannot then the Crown Solicitor cannot.

At this stage a whispered conversation followed between Mr. F. B. L. Bowley (Crown Solicitor) and Sir Henry Berkeley, K.C., who was present in Court, at the conclusion of which Sir Henry arose and said that he had been instructed by Messrs. Denney and Bowley to appear in support of the motion, and as he had just been instructed he would ask for a day to be fixed to hear his application. The Crown Solicitor, he said, had been instructed by Messrs. Denney and Bowley to appear in support of the motion, and as he had just been instructed he would ask for a day to be fixed to hear his application.

SALUTE DE LA SIB. ENFANCE.

BAZAAR OPENED IN THE CITY HALL.

No words are needed to inform those who have been in Hongkong any length of time of the richly beneficial work which is being quietly pursued by the good Sisters of the *Asile de la Sib. Enfance*, in succouring those poor orphans who have come into a world where they were not wanted, the feeble and unprotected, the new-born babe and the prattler, a veritable hive of industry. For the children are taken in hand at the most responsive age and taught how they should go, fitted and prepared for the battle of life which opens all too early for those left to fend for themselves, in a mocking and cynical game. That the tuition of the girls is of the greatest value, is annually demonstrated at the bazaar which is held in aid of the funds of the infant seminary. Ever and again the stalls are filled with an array of articles of household utility, calculated to suit all tastes and meet all purses. The bazaar which was opened last Wednesday at the City Hall was no exception to those that have preceded it. The tables were laden with fancy and ornamental work, beautiful lace textures, fine fabrics of gramme, and an abundance of those domestic necessities which are in daily use and may be considered in the nature of necessities of the home, all the work of the little orphans themselves. The bazaar was held in St. Andrew's Hall, which was decorated in quiet colours for the occasion, flowers and plants predominating. The eleven stalls three of which were set apart for refreshments, flowers and toys filled the floor space, and the energetic movements of the stallholders, the vivacity and animation of their sales, the overwhelming kindness of the Sisters who would, per se, give themselves the utmost trouble over the most trifling remark of those whom they accompanied, all gave a sense of satisfaction that such a remote-from-the-world institution as the *Asile de la Sib. Enfance*—remote in this degree of being in the centre of the city, but not of it; holding ideals rather than to earthworms—able to perform such an excellent task as it has undertaken and to produce results so wholly admirable.

His Excellency Sir Frederick Lugard and Lady Lugard had arranged some time ago, at the request of the Mother Superior, to take part in the opening ceremony this afternoon, but an unhappy event which prostrated Governor House intervened, with the result that other arrangements had to be made.

At the opening ceremony there was a large number of ladies, mostly stallholders, parish, Bishop Pozzoni and several priests. There was only one other member of the *grasse* lower in attendance and he was a picture. Bishop Pozzoni said it had been hoped that the formal ceremony of opening the bazaar in aid of the poor Chinese orphans would have been performed by Their Excellencies Sir Frederick and Lady Lugard, but owing to the unforeseen circumstances which had taken place and which had caused a great grief to their hearts, Their Excellencies were unable to be present. It was very kind of His Excellency that he and Lady Lugard were so early prevented from participating with them in their annual bazaar, although everybody deeply regretted the circumstance which had compelled them to comply with the request that had been made. On behalf of the Mother Superior he would therefore invite Mrs. Stokes to take the place of those who were absent.

Mrs. Stokes—I have very great pleasure in declaring this bazaar open and in wishing it every success. (Applause).

At the conclusion of the band of the Indian regiment struck up a lively air, and the hopes of the promoters that the function would attract anticipations seemed in a fair way to be realised.

The stallholders were as follows:—Mrs. May, Mrs. Keswick, Mrs. Gordon, Mrs. Mainland, Mrs. R. Shaw, Mrs. Saunders, Mrs. Master, Mrs. Slade, Mrs. Tedman, Mrs. Lafrenz, Mrs. Mackay, Mrs. Carter, Mrs. Brewin, Mrs. Looker, Mrs. Lamont, Mrs. Grimes, Mrs. Freeman, Mrs. d'Este, Mrs. Vorensch, Mrs. Wait, Madame Marty, Madame Berlioz, Mrs. Bribosia, Mrs. MacDonald, Mrs. Volpicelli, Mrs. G. P. Lamont, Miss de Champeaux, Miss Layton, Miss Wilkinson, Miss Rodger, Miss Armstrong, the Misses Seth, Miss Hooper, Miss Lamont, and Miss Barker.

GERMAN CAPTAIN FINED.

EMIGRANT STEAMER WITHOUT A DOCTOR.

In reference to our leading article of yesterday, the following excerpt from the *Singapore Free Press* of 2nd inst. has special interest:—

Captain Brahmar of the German steamer *Silkhana*, pleaded guilty before Mr. Nicholas, senior magistrate, on Saturday, to bringing 146 immigrants into the Colony from Hongkong without a doctor.

Mr. Upcott, who represented the Captain, said that the vessel's doctor had died at Penang, and the ship had gone up to Hongkong and Shanghai without one. They had been unable to obtain a doctor up north. The Captain had not attempted to conceal the fact and had reported it on arrival here.

Dr. H. J. Gibbs, acting Port Health Officer, said it was not possible to get a doctor at a moment's notice in these parts. The Captain had been very straightforward.

His Worship said the Captain was liable to a fine of \$1,000, but he considered that \$250 would meet the justice of the case.

RETURN of visitors to the City Hall Library and Museum for the week ending the 8th December, 1907, (excluding Friday):—

Library, Museum.

Non-Chinese..... 150

Chinese..... 280

Total..... 430

SANITARY BOARD.

FORTNIGHTLY MEETING.

Last Tuesday afternoon, in the Board-room, the fortnightly meeting of members of the Sanitary Board took place, when the following business was transacted:—

SETTING IN PUBLIC PLACES.

Mr. Henry Humphreys, pursuant to notice, put the following questions:—

(a) Does the Medical Officer of Health consider the filthy habit of spitting in buildings and public vehicles which obtains universally amongst the lower classes of Chinese detrimental to the Public Health?

(b) Is not this habit accountable in great measure for the spread of diphtheria, diptheria and other diseases, arising annually from such diseases (that is, diseases capable of being propagated by dried infected sputum) bear to the total mortality?

The Medical Officer of Health replied:—

(1)—Yes.

(2)—Yes, to some extent. Phthisis: 9.7 per cent. of the total deaths. Diphtheria: 0.12 per cent. of the total deaths.

Hon. Mr. E. A. Hewitt:—It would be interesting if any member of the Board could suggest some means by which this objectionable habit could be checked.

WATER TANKS IN BACKYARDS.

The following correspondence in regard to certain additional regulations made by the Governor-in-Council under the Waterworks Ordinance, 1903, was laid on the table:—

Sanitary Department, 31st October, 1907.

Sir,—I have the honour, by direction of the Board, to report that the following motion was unanimously adopted by the Board at the meeting held on the 29th instant:—

"That the Government be requested to make rules under the Waterworks Ordinance, 1903, to regulate the placing of water tanks in backyards."

(3) In explanation of the motion, I beg to attach the *Daily Press* report of the discussion. I have, etc.

(Sd.), G. A. WOODCOCK, Secretary.

To Hon. F. H. MAY, Colonial Secretary.

The reply, dated 6th November, is appended:—

Sir,—Referring to your letter of 31st October, I am directed to forward to the observations of the Board a copy of a regulation which it is proposed to make under the Waterworks Ordinance, 1903.—I am, etc.

The Secretary, Sanitary Board.

THE ADDITIONAL REGULATION.

The following regulation to be numbered 31 (1) shall be inserted in and read as forming part of the Regulations published in Government Notification No. 577, of 9th October, 1903:—

31 (1):—(a) No cistern or tank shall be constructed or maintained in any building (situated within the *Rider Main District*) without the previous sanction in writing of the Water Authority.

(b) Every such cistern or tank intended to contain a supply of water for domestic purposes shall be of iron of a minimum thickness of 3/16 inch and of a capacity not exceeding 100 gallons; it shall not be erected in any yard or other open space provided for the building in accordance with the requirements of any Ordinance; its position shall be subject to the approval of the Water Authority and it shall be not less than six feet above the floor level, and shall be provided with a closely fitting iron cover.

(c) Every such cistern or tank intended to contain a supply of water for trade purposes shall be constructed in such manner and position and with such materials as the Water Authority may in each case require.

(d) Every cistern or tank, whether intended for domestic or trade purposes, shall be cleaned and limewashed internally to the satisfaction of the Sanitary Board not less than twice a year. The cleaning out and limewashing to be done during the months of September and March.

(e) Any person responsible for the construction and maintenance of any cistern constructed or maintained in contravention of any of the provisions of the Waterworks Ordinance, 1903, or of any Regulation made thereunder shall remove such cistern within seven days from the receipt of a written notice from the Water Authority requiring him to do so.

The Medical Officer of Health intimated:—I do not think it would violate the regulations at all, if the words omitted in the Regulation (1a) (b) might contain after the word *erected* in the fourth line the words *except with the permission of the Sanitary Board*. I would also add at the end of this regulation the words *and with a tip for drawing off the water*.

With reference to (d) it is customary to clean and limewash iron tanks periodically to keep them free from vegetable growth, and I never heard of any one experiencing any ill effects from the minute amount of lime which might possibly become dissolved in the water immediately after the tank had been so limewashed.

Mr. Shelton Hooper—These proposed regulations must be discussed.

Mr. Lau Chiu Pak—Regulation (a) sounds something like class legislation. It should be applied throughout the Colony. Regulation (b) does it seem advisable to give people a solution of lime wash twice a year for culinary and trade purposes?

EXTERNAL AIR.

A letter from Messrs. Palmer and Turner, architects, forwarding plan, applying for a modification of the requirements of Section 153 of the Public Health and Buildings Ordinance, 1901, in respect of Nos. 397A and 397B, Queen's Road West, was discussed. The correspondence is appended:—

16th November, 1907.

The Secretary, Sanitary Board.

Sir,—We have to-day submitted for the approval of the Building Authority a plan for altering the upper floor of the godowns name above into first class domestic buildings with open spaces and yards in accordance with the requirements of the Ordinance. About forty-five rooms are to be added to the existing premises. Six of these are to be lighted by central yard which is 22 ft. x 12 ft. in width. We beg to request that the Board will recommend a modification of Sec. 153 to allow of this width of lighting the six rooms. The rooms being on the upper floor will receive the light over the roof at a good angle and we consider it preferable that they should be lighted by lateral windows from a yard just under 12 ft. in width, than by a small window in the building.

Also we request a modification, if necessary, to allow of the new yards being placed as shown on the plan, instead of all at the rear of the houses, as required by the Ordinance. This modification is purely technical and we think it will be readily admitted that the

REMOVAL OF YARD SPACE AS SHOWN IN THE PLAN.

is better than if the strict letter of the Ordinance had been adhered to and the whole yard placed at the rear.

Mr. Shelton Hooper intimated:—I am not objection to granting the application, but the plan is incomplete in not showing the section plan A.

Hon. Mr. E. A. Hewitt—A scavenging lane should be provided.

The Director of Public Works—it would be better to refuse the application for a modification of "external air" requirements. As no reference is made in Messrs. Palmer and Turner's letter to the omission of scavenging lanes they presumably intend to regard the lanes as "semi-detached," in which case scavenging lanes are not required, provided there are side lanes 4 ft. wide extending the full depth of the building. It was obviously intended that there should be access to these side lanes, but in the present case there is no access to Whitty Street or to the lane on the east side of the block. I do not consider that the houses can be regarded as "semi-detached," and I would urge that the owner be requested to provide scavenging lanes.

STALL-HOLDERS' GRIEVANCE.

Correspondence relative to the limits for the Tai-kok-tui Market was discussed. "I beg to direct your attention to the question of hawkling vegetables in the immediate neighbourhood of the Tai-kok-tui Market," Sanitary Inspector Lyons wrote on the 6th ult. "On the occasion of my visit, there, on Monday 4th instant, the keeper of No. 24 vegetable stall complained of his being unable to do any business, and explained as the reason that the hawkers—I am not sure if he meant hawkers or other vendors—were allowed to sell vegetables close about a dozen. He also said this was the cause of so many empty stalls in the market. I have gone into the question and found any amount of vegetables being hawked at each street corner. There can be no doubt as to the bearing this must have on the stall-holders in the market. I asked him to sign a petition for forwarding to the Registrar-General, but he demurred at this, giving as his reason the consequences if found out by the hawkers. The putting of the whole of Tai-kok-tui out of market bounds, would, in all probability tend to improve conditions, and also fill up the vacant stalls in the market."

Dr. McFarlane wrote on the 15th ult. as follows:—Who fixes market limits? As the Tai-kok-tui market is not nearly as occupied as Tai-kok-tui itself, I think it is much better to place it within the market limits. The Registrar-General wrote:—I agree to market limits, being fixed, but they should not be bigger than those at Hung Hom and Yau-mai. Limits might be fixed for Mong-ko-tui at the same time. When these are fixed and notices put up I should like to be told, and then I'll issue a notice warning hawkers before action is taken.

Mr. Shelton Hooper intimated:—The Inspector says he does not object, if the hawkers are licensed or not. This should be ascertained and the number of licences limited.

Hon. Mr. E. A. Hewitt—For the protection of stall-holders the limits should be extended. I do not consider 200 yards each side of the market sufficient.

Hon. Registrar-General—The limiting of the number of hawkers' licences has been some years ago and found impracticable.

CONVICTED MEN ABSCOND.

NEW TERRITORY APPEAL CASE ENO.

The motion for leave to appeal from the decision of Mr. E. R. Hallifax, delivered in the New Territory Court during the earlier part of November, in which three Chinese, Yung Chuk Po, Ng Tim and Ho Chai, in the employ of the Kowloon-Canton Railway, were sentenced to three months, one month and four months' imprisonment, respectively, for being in unlawful possession and stealing from the railway's magazine six boxes of blasting dynamite, under circumstances already recorded in these columns under the heading of "New Territory News," came to a sudden end at the Supreme Court

THE CHINA ASSOCIATION.

ANNUAL DINNER.

The China Association held its annual dinner at the Whitehall Rooms of the Metropolitan Hotel on the 11th inst., when some 240 members and guests assembled for this ever-popular function. The gathering which was, as usual, a very representative one, was presided over by Mr. R. S. Gundry, C.B. The usual toast list was followed by the social recreation, which has always been one of the most popular features of the China dinner.

THE LOYAL TOASTS.

The Chairman, who was warmly received on rising to propose the first loyal toast, said:—The fact that we are met, this evening, only four days before His Majesty's birthday may permit us to add a thought of congratulation to the loyal wish which we have just now drunk to the health of the King. (Applause.)

The Chairman: I ask you to drink to the health of Queen Alexandra, the Prince and Princess of Wales, and the other members of the Royal family.

"PROSPERITY TO THE CHINA ASSOCIATION." The Chairman, who had to wait for some seconds for the applause with which he was greeted on rising to propose the toast of the evening, said:

Gentlemen, if we cannot congratulate ourselves again this time upon a record gathering, it is for the simple reason that this room was filled last year to its utmost capacity—overflowed, in fact, in regard to the comfort of some of the guests; and it is impossible to score more than a possible. But if the expansion of our dinner parties is automatically limited there is, happily, no such limit to our membership. Nearly twenty years ago, when the Association was organized at the great and growing port of the north, Tientsin. (Hear, hear.) The thought cannot be absent from our minds that there is, unhappily, a reverse to the medal. Ten only of the 24 who were elected to the first general committee survive; and of those four only remain in office. We cannot but think, moreover, on these occasions, of friends who have as often been among us in former years, but who have left behind them a John Walter, genial and kindly friend alike to public and private life—expressions of sympathy—with whom I remember crossing from Nagasaki to Shanghai more than 40 years ago, in one of two little schooner yachts which sufficed, then, for the traffic between the two ports; and H. H. Pollard, who drew up the deeds constituting the great bank in which Walter ran his successful career; Sir Thomas Hanbury, with whom I remember talking to Hongkong in the days of the Association, which now bears his name; John Lloyd, pioneer of the tea trade in Formosa and joint hero with Margaret in rescuing the wrecked crew of the *Adela* at Kelang. (Hear, hear.) These incidents, and even the names, are becoming to most of you, a tradition; though there are not a few left, happily, of the day and generation, to whom they recall the hey-day of youth.

The changes in the Far East since those early days have been amazing, and we, who are interested commercially, financially, philosophically—for the Association is typically comprehensive—cannot but watch with an interest dashed, it may be, with bewilderment, the political travail which is still taking place. Who dreamed, even 25, to say nothing of 30 and 40 years ago, of the part Port Arthur would play in world-politics? of an incident so unheard of in the world's history as the siege of the Legations at Peking? or of a war between Russia and Japan that should change the face of Eastern politics? And who will venture with these surges of recollection to predict the outcome and consequences of the present agitation in China? (Hear, hear.) It is less than ten years since a promising reform movement, authenticated by a series of remarkable Edicts, terminated suddenly in a retrograde wave of reaction and persecution. The Edicts were cancelled, the most prominent reformers executed, banished, or degraded, and the Emperor himself placed in duress. The movement has now revived, and seems to induce a time when a vigorous and defensible supposition of the future. It has, however, changed somewhat in character and is accompanied by a feeling of unrest which is causing, evidently, serious anxiety at Peking. The recent Edict abolishing all distinctions and disabilities as between Chinese and Manchus is practically an admission that there is in that unrest an anti-Manchu, and therefore an anti-dynastic, element. The remedy is one which wiser statesmen would have adopted years ago. The crucial question now is whether time will be allowed for it to work. The promise of a constitution is maintained, although the Emperor has announced that two Houses of Parliament cannot be at present constituted but that a council of the officials in the Empire will be constituted to consider the situation. Fresh missions are to be sent in the meantime to study and enable the ruling authorities to decide between the methods of Government prevailing in Great Britain, Germany, and Japan; and this means that an occasion has been seized to gain time, there is little reason for surprise. It is impossible not to sympathize with the aspirations of a great Empire to place itself on the level to which its traditions, its resources, and its civilisation—a civilisation admirable in many respects, if arrested—appear to its people to entitle it. (Hear, hear.) It is impossible, also, not to make allowance for the immense difficulties that lie in the way of a Government being enabled to make changes whose potential effects it cannot clearly foresee, and which are less clearly foreseen still, probably, by those who demand them. If we step at times impatient, it is not because the Chinese authorities hesitate to pour new wine recklessly into old bottles. That is a risky process with a long-established and highly complex social system as concerned. It does not follow that the Chinese mind is incapable of progress, as we will see a race of different temperaments and traditions. (Applause.) We are impatient rather because practical reform appears to be neglected in favour of bureaucratic metamorphoses and official immovability. We want to see, and what it appears to us that China most needs are good laws and good officers. (Applause.) Of Edicts pointing in that direction there have been many, but of actual accomplishment—what? There have been Edicts about currency reform, but what has been done? We have seen an Edict lately, affecting the regulation of weights and measures

in six months, which indicates a disheartening incapacity to execute the magnitude of the task. An impractical conception, perhaps, is a request addressed to the Chinese Chamber of Commerce at Shanghai, that it will draw up a commercial code. Another hopeful sign is the fact that the Council are understood to have been in favour of ordering the Provincial Government to organize Municipal Councils, generally, in their jurisdiction. (Hear, hear.)—We doubt, of that which Yuan Shih-kai has established at Tientsin. Another Edict promises honours and even the peerage to entrepreneurs of industrial enterprise on a great scale. In short if salvation could be accomplished by Edicts, there would be a wonderful transformation indeed. The whole scene is, in fact, a comedy, and if the fact is true that the Emperor has been down at a recent council, declaring that he did not know, amid the confusion of advice with which he was overwhelmed, what to do for the welfare of the Empire, we can enter into his anxiety and sympathize with his bewilderment. (Applause.) Yet to these Constitutional problems the Government has been led to supersede a social problem of scarcely less difficulty. The effect of the Edict decreeing the abolition of opium smoking and production within ten years appears to have varied greatly in different localities. In some it has been welcomed with approval, in others practically unnoticed. The net result appears to be, so far, the close of the opium divans in certain great cities. This does not, however, involve prohibition of its sale in shops to people who wish to smoke at home. There has been an attempt, indeed, to create an official monopoly of the trade which is open to disadvantage, as it is to be seen, to all familiar with China; and it is opposed to the British and French treaties of 1841 and 1844 which stipulate that no monopoly shall be created of any kind. Opium-smoking divans have been closed, I believe, in British concessions coincidentally with their close in adjacent native cities. The foreign settlement at Shanghai, with its enormous population of some 450,000 Chinese, is in different case. The question affects the community there chiefly as a matter of public order. It is contended plausibly that, if the opium divans in the settlement were closed, the effect would be to convert every closed lodging-house into a private opium-smoking den, and that it is better smoking should go on in licensed premises under police supervision and control. However, an arrangement seems to have been come to, on the lines of the Edict, to reduce the number of licences by one-tenth every year. And we shall see, long before the decade is well over, whether the considerable volume of opinion that unquestionably exists in China adverse to the drug is earnest enough to bring about the extinction of poppy cultivation—for there is the real crux. (Hear, hear.) Previous Imperial decrees in that sense, which have been frequent, have completely failed of effect; and when we reflect that every race in the world indulges in stimulants or narcotics of some kind, we must admit that if the Chinese become a race of total abstinence it will be a very remarkable achievement indeed. (Hear, hear.) In regard to the Imperial Maritime Customs, it is only necessary to remark that the strenuous protests aroused by the Edict of May, 1906, had the anticipated effect of temporarily checking innovation. Those who seek confirmation of the view taken by the Association last year, and I may say generally taken, of the intrigue of which Edict was an expression, may be commended to Dr. Martin's new book on "The Awakening of China," and the inference he draws from the appointment of a superintendent of customs, at an alleged salary of £30,000 a year, to supervise a revenue of which every shilling is known. "The prestige of this achievement places Sir Robert Hart in a position of exceptional strength which a successor can hope—at first, at any rate—to rival. (Applause.) Rumours of his intended retirement are, therefore, matter of concern to every one interested in China; and your committee have deemed it right to urge that the view of the great interests and responsibilities involved—regard should be had, in selecting a successor, less to status in the Customs Service than to personal capacity and the degree of esteem in which the candidate is held by the Foreign Legations and by the great service which he will have to control. (Hear, hear.) That is, I believe, the opinion held with practical unanimity by this Association, which is the same thing as to say by everyone interested in the Chinese commerce with China; and it is, I think, legitimate that the view should be pressed upon the Chinese Government in the interests of that commerce and of the great revenue which it yields. (Applause.)

It is gratifying to be able to note that, in respect of foreign railway concessions, some progress has been made. I was able to state, at our annual dinner last year, that an agreement for the Kowloon-Canton line had been reached. I believe I may say the same, this year, of the projected lines from Tientsin to the Yangtze, and from Sonchow to Han-chow, and Ningpo. (Cheers.) The negotiations have been prolonged and arduous, and to a degree, the terms of the original concessions have been modified in various respects to meet Chinese wishes and susceptibilities; but a conclusion has been practically reached. Instead of abutting, as originally intended, opposite Chinkiang, the Tientsin line will end opposite Nanking, which will have the advantage of placing the terminus opposite the terminus of the Shanghai-Nanking line now in course of construction and which has been opened as far as Chinkiang. I may, perhaps, mention that the line from Chentung to Taiyuan, the capital of Shansi, conceded to the Franco-Belgian combination in 1893, is, I understand, on the point of being opened. The Mining Regulations lately promulgated, instead of expressing the sense of Art. IX. of the Mckay Treaty, have been composed, we are told, in a sense unfavourable to foreign enterprise; and the Code of Law which is to make association and commerce with China capital practicable for industrial purposes is yet to seek. Difficulties continue to be placed in the way of mining concessions to Europeans, on the plea of reserving China for the Chinese, and we hear of projects for buying up and nationalising existing railways to accordance with the most advanced ideas. Yet there is little evidence that China is herself able or willing to produce the capital, the professional knowledge, or the honest administration necessary to make mines and railways a success. I do not overlook the line from Peking to Kalgan, which—traced originally by a foreign engineer—is being built under Chinese supervision out of the abundant profits of the Great Northern Railway. There are two important features of foreign help. The squabbles about the Canton-Hankow railway might supply material for a comic opera; and funds subscribed for a line from Hankow to Si-chuan, as I said to have disappeared. Gentlemen, I am a friend to the vice-chair (Mr. G. Jamieson) now sitting at my right; but there is one other topic to which, if I may venture on trespass for two or three minutes longer on your patience, I would like to invite you attention. (Cheers and laughter.) Every year, a considerable number of young Chinese go abroad for purposes of education, to various Western countries. The results have, for various reasons, been so unsatisfactory in the case of those who went to Japan, that the number sent West is likely to increase. A relatively

small number of these students have, so far, come to England. It is thought that this largely due to ignorance of the language. At the suggestion, accordingly, of Sir John Jordan, a committee upon which this Association and the China Society are strong, represented—and to which we have willingly granted the use of our offices and address—has been formed to draw up a schedule of information regarding educational establishments, lodgings, and costs which Mr. Leve Chen has kindly undertaken to translate and which will be distributed with the help and goodwill (I think I am entitled to say) of the Foreign Office to H.M. Consulates at the Treaty Ports, the Imperial Board of Education in Peking, and the Viceroys of the various provinces. Some are I am afraid inclined still to think that the acquisition of Chinese by Englishmen who pursue running the career in China is unnecessary, and certainly we have not done fairly well without it so far. At the Treaty Ports, I am inclined to think that the time has arrived when, even in the Treaty Ports, a knowledge of Chinese will be useful—(hear, hear)—but foreign intercourse is by way of overflowing beyond the Treaty Ports; and, in the interior, the path of those who can talk Chinese will assuredly be smoother than that of those who cannot. It is satisfactory to know, therefore, that the school of Practical Chinese which we founded some years ago in this conviction has fulfilled its object. (Applause.) It has been availed of by men connected with banks and mercantile houses who have gone out to China with a solid groundwork of the language on which they have built on arrival in the country, by several army officers—in fact, all who for the last year or two have gone to Peking to study for the grade of interpreter—by medical men and missionaries; and it is my chief thought in general, and in particular proper teaching, much of the initial facility of a language can be saved by a preliminary course at home. (Hear, hear.) There is a strong consensus of opinion amongst men who are qualified to speak on the subject that candidates selected for student interpreters in China should be required to pass a year in England and devote their time to the study of Chinese with a qualifying examination; at the end of it, not in Chinese, but in commercial and other subjects of which the Consul's assistants at the present day know little or nothing. With the consent of the day on the coach wheel I am inclined to think that our school has contributed in its degree to the solution of a larger problem. It has come to be recognised that the whole question of instruction in Eastern languages in London requires consideration, and a Committee was formed last year, under the chairmanship of Lord Reay, to enter into the subject. The result, an influential deputation consisting of representatives of certain bodies (including this Association) interested in Eastern languages had an interview with the Prime Minister, the Chancellor of the Exchequer, and the Secretary of State for India, who promised a Departmental Committee to inquire into the various scattered grants which are now operating here and there, with a view to their collection and in the eventual provision of a facility which will place the University of Berlin, and St. Petersburg, before us. Eastern interests—farther educational facilities are provided. (Hear, hear.) Sir Henry Campbell-Bannerman encouraged the deputation to anticipate that we should, when the time came, not find Mr. Asquith hard-hearted. Whether he will have anything left out of the projected 3 per cent. income tax, after providing for old age pensions, remains to be seen; or whether any incomes will, under these conditions, be taxed. (Applause and laughter.) It will be gratifying to you in the meantime to know that under Sir Walter (Lillier's capable direction—loud cheers)—we are successfully paddling our own canoe. Sir Robert Douglas having vacated the Chair of Chinese which he had held for so many years, Sir Walter is now sole Professor of Chinese, classical as well as colloquial; and we have every reason to expect that our responsibility will now be lessened by his succession to the retirement of Sir Robert Douglas's retirement is free. (Applause.) And now, gentlemen, I have, I think, touched on the principal matters that have come before your Committee during the year. You will find, when the Annual Report comes to be placed in your hands, that I have not exhausted the list; but I have said enough to show you that we have not been idle, and enough, I hope, to justify us in drinking with some confidence to "The Prosperity of the China Association." (Cheers.)

The toast was heartily responded to. "OUR GUESTS." In submitting the toast of "Our Guests," Sir Charles Dudgeon said:—Our Chairman and Gentlemen, The honour has been assigned to me of proposing the next toast, and I am one differentiated from that proposed by our Chairman in that his remarks were flavoured with some self-satisfaction and mutual admiration of ourselves most appropriate to an occasion of this sort, while the toast that I have to submit is completely altruistic. It is the toast of "Our Guests," a toast which is always received at our gatherings most heartily. I am not quite aware why the committee has put the responsibility of proposing this toast upon me, though I think there are perhaps one or two sub-conscious considerations which influenced them. They have certainly paid a compliment in allowing me this opportunity of a re-introduction to the Association after a somewhat prolonged Far Eastern exile, but I am inclined to think there was also a subconscious and less flattering idea, and it may have been in this direction that they knew I had a reputation as a long residence abroad with the gentlemen, and that my proposal would also place a limitation to the length of my remarks. And, Mr. Chairman, when I received the long list of guests who are honouring us this evening, I felt the greatness of the difficulty in which I was placed, and therefore I must beg your excuses if I fall to do that justice to the toast which it deserves. At the same time, I would suggest that the very difficulty on which I labour is in some way, in the nature of a compliment to this Association, in that the large number of our distinguished guests to-night we have a flattering evidence of the interest taken in our work. (Cheers.) In our guests we are honoured by a distinguished representation of other nations in the wide field of British efforts. We desire to make our acknowledgments to the Foreign Office for the courteous and sympathetic reception which they have always accorded to our representatives, and to the assistance to-night of such distinguished officials of the Foreign Office as Sir Eric Barrington and Mr. Walter Langley, who have been showing us the interest which they have in our work. (Cheers.) We are also complimented by the presence of several representatives of the Colonial Office, whose presence we most particularly appreciate for the reason, that outside the very important interests of the Colony at Hongkong the Colonial Office has no direct official connection with the working of the Treaty Ports; it is, I think, in the presence of such prominent members of that office as Mr. Lucas, who have an assurance, confirmation of our arguments, that the interest of the department in China questions is not limited to those of the Colony alone. We are not forgotten by the Board of Trade, but I hope that Mr. Worthington does not expect to hear from us

to-night any dissertation on the trade of China, because at the present moment I think it is a subject which many of us are inclined to leave alone. (Laughter.) In Sir Cyprian Bridge—(Cheers)—we welcome one who during his command in China impressed us with the keen and searching interest which he took in all matters in which we were concerned, and who did not confine himself to the mere matters of his naval command. We equally welcome the presence of General Hutton, and if my memory does me right, it was General Hutton who, on one occasion did us the honour of volunteering the honour of giving us a frank criticism upon our proficiency. (Laughter.) If I am wrong in my recollection, I apologise—or, rather, I do not think I do, because as a twenty-years Shanghai volunteer I know how much has been done by the friendly criticism and the kindly assistance of the successful general corps up to its present struggle with efficiency. (Hear, hear.) We had tonight to-night to have had with us Sir Henry Blaker—(Cheers.) Unfortunately, he is not able to be here on account of sickness in his family, regarding which we heartily sympathise with him. If he had been here we could have welcomed him, many of us, as an old friend and all of us as a most distinguished governor at Hongkong. Sir Henry did not confine himself merely to the arduous duties of the colony, but he took the keenest interest in those perplexing and confusing questions of treaty ports in which both the colony and ourselves in the ports have always been concerned. We have another distinguished guest with us to-night in Sir Henry Tison. We all know something of the distinguished service in the field which Sir Henry has rendered. A great deal of water has a certain amount of mud has flowed through Tison's veins since the time when Sir Henry Tison fought for glory in the taking of the Taku Forts in the year of 1885-86. (Cheers.) In welcoming our friends of the fourth estate I feel myself on the somewhat easier ground of personal acquaintance and friendship with some of those who are present. I have to regret that my friend, Mr. Chiroi, has not been able to come to-night, though we fully regret his absence, because I should have liked him to witness an appreciation of his long continued and long maintained interest in the Far Eastern question. (Hear, hear.) In my friend Mr. Wynne we have a strong, sound, and thoroughly efficient supporter of our Far Eastern views. I am sorry that I have not the pleasure of knowing Sir George Armstrong, but in the columns of the *Globe* we have always found great assistance in our work. Gentlemen, there is amongst the other right ones of the welcome most heartily, and that is our friend Dr. Morrison. (Loud cheers.) He has met me in the East, in his red-hot prime, as an acknowledged master of the present situation in China, and although he does not figure on the list of speakers, yet I hope that by an appeal from the chair, backed by your approval, he may be persuaded to give us some other general view of the present situation. (Cheers.) Gentlemen, I feel that in the inadequate way in which I have spoken to my toast I am opening certain charges, certainly the charge of omission, and possibly some charges of commission. In either case, our guests will have the opportunity of going for me in another place, to which I am rather inclined to think some of us are rather wishing to turn. I beg to propose the health of "Our Guests," coupled with the name of Sir Cyprian Bridge. (Cheers.)

The toast was heartily drunk. Sir Cyprian Bridge, G.C.B., who was cordially received, said that he had been asked to give notice to take the place of a much more distinguished person—(No, no)—and that his remarks would be short, particularly as all must be as eager as he himself to hear Dr. Morrison speak. He continued:—I am sure the whole of your guests will be at one with me in saying that we thank you most heartily for your courteous hospitality—(hear, hear)—and we also thank you for the compliment you have done us in proposing a special toast to our hosts. (Hear, hear.) And the hospitality of the China Association may say that it is a personal experience, and I shall be backed up, I know, by my late colleague General Hutton and many other guests here to-night; but a reflection of the hospitality which was invariably extended to the officers and members of every branch of His Majesty's service out in the Far East, in the Colonies, and in the ports of China. On behalf of my fellow-guests and my own I thank Sir Charles Dudgeon; the Chairman of the whole of you gentlemen for your kindness and hospitality this evening. (Loud cheers.) Dr. G. E. Morrison, who rose at the invitation of the Chairman, and in response to a call, said:—I have to thank you for the compliment you have paid me in including me for a second time among the guests whom you have honoured by inviting to your dinner, and I have to thank you for the encouragement you have given me and for the friendly approval of my work which you have expressed on more than one occasion at these annual gatherings. It is not without trepidation that I venture to take the chair to-night, but since I came to England I have been struck with the fact that at this time a story alleging that on the occasion of the execution of a rebel leader, the viceroys, whose personal courage by the way has often been tested, had cut out the rebel's heart and drunk some of his blood in the belief that the valour of the dead man would thereby be communicated to the living. A foreign minister in Peking, shocked by the story, telegraphed to a foreign official, who in geographical distance was situated near to the city where the alleged barbarity was committed, and asked him if he could confirm the story. By return telegraph he received the reply "Can confirm." Some time later I met that official, and I asked him how he could so promptly confirm a story, seeing that he regarded personal distance he was as far removed from the scene of the barbarity as London is from Siberia. He replied "I had no hesitation in sending confirmation. I did not even inquire. It was just the sort of thing that the brute would do." (Laughter and cheers.) We are too ready to believe these things. We have too much of the barbaric spirit of the past. The execution of a rebel leader, the viceroys, whose personal courage by the way has often been tested, had cut out the rebel's heart and drunk some of his blood in the belief that the valour of the dead man would thereby be communicated to the living. A foreign minister in Peking, shocked by the story, telegraphed to a foreign official, who in geographical distance was situated near to the city where the alleged barbarity was committed, and asked him if he could confirm the story. By return telegraph he received the reply "Can confirm." Some time later I met that official, and I asked him how he could so promptly confirm a story, seeing that he regarded personal distance he was as far removed from the scene of the barbarity as London is from Siberia. He replied "I had no hesitation in sending confirmation. I did not even inquire. It was just the sort of thing that the brute would do." (Laughter and cheers.) We are too ready to believe these things. We have too much of the barbaric spirit of the past. The execution of a rebel leader, the viceroys, whose personal courage by the way has often been tested, had cut out the rebel's heart and drunk some of his blood in the belief that the valour of the dead man would thereby be communicated to the living. A foreign minister in Peking, shocked by the story, telegraphed to a foreign official, who in geographical distance was situated near to the city where the alleged barbarity was committed, and asked him if he could confirm the story. By return telegraph he received the reply "Can confirm." Some time later I met that official, and I asked him how he could so promptly confirm a story, seeing that he regarded personal distance he was as far removed from the scene of the barbarity as London is from Siberia. He replied "I had no hesitation in sending confirmation. I did not even inquire. It was just the sort of thing that the brute would do." (Laughter and cheers.) We are too ready to believe these things. We have too much of the barbaric spirit of the past. The execution of a rebel leader, the viceroys, whose personal courage by the way has often been tested, had cut out the rebel's heart and drunk some of his blood in the belief that the valour of the dead man would thereby be communicated to the living. A foreign minister in Peking, shocked by the story, telegraphed to a foreign official, who in geographical distance was situated near to the city where the alleged barbarity was committed, and asked him if he could confirm the story. By return telegraph he received the reply "Can confirm." Some time later I met that official, and I asked him how he could so promptly confirm a story, seeing that he regarded personal distance he was as far removed from the scene of the barbarity as London is from Siberia. He replied "I had no hesitation in sending confirmation. I did not even inquire. It was just the sort of thing that the brute would do." (Laughter and cheers.) We are too ready to believe these things. We have too much of the barbaric spirit of the past. The execution of a rebel leader, the viceroys, whose personal courage by the way has often been tested, had cut out the rebel's heart and drunk some of his blood in the belief that the valour of the dead man would thereby be communicated to the living. A foreign minister in Peking, shocked by the story, telegraphed to a foreign official, who in geographical distance was situated near to the city where the alleged barbarity was committed, and asked him if he could confirm the story. By return telegraph he received the reply "Can confirm." Some time later I met that official, and I asked him how he could so promptly confirm a story, seeing that he regarded personal distance he was as far removed from the scene of the barbarity as London is from Siberia. He replied "I had no hesitation in sending confirmation. I did not even inquire. It was just the sort of thing that the brute would do." (Laughter and cheers.) We are too ready to believe these things. We have too much of the barbaric spirit of the past. The execution of a rebel leader, the viceroys, whose personal courage by the way has often been tested, had cut out the rebel's heart and drunk some of his blood in the belief that the valour of the dead man would thereby be communicated to the living. A foreign minister in Peking, shocked by the story, telegraphed to a foreign official, who in geographical distance was situated near to the city where the alleged barbarity was committed, and asked him if he could confirm the story. By return telegraph he received the reply "Can confirm." Some time later I met that official, and I asked him how he could so promptly confirm a story, seeing that he regarded personal distance he was as far removed from the scene of the barbarity as London is from Siberia. He replied "I had no hesitation in sending confirmation. I did not even inquire. It was just the sort of thing that the brute would do." (Laughter and cheers.) We are too ready to believe these things. We have too much of the barbaric spirit of the past. The execution of a rebel leader, the viceroys, whose personal courage by the way has often been tested, had cut out the rebel's heart and drunk some of his blood in the belief that the valour of the dead man would thereby be communicated to the living. A foreign minister in Peking, shocked by the story, telegraphed to a foreign official, who in geographical distance was situated near to the city where the alleged barbarity was committed, and asked him if he could confirm the story. By return telegraph he received the reply "Can confirm." Some time later I met that official, and I asked him how he could so promptly confirm a story, seeing that he regarded personal distance he was as far removed from the scene of the barbarity as London is from Siberia. He replied "I had no hesitation in sending confirmation. I did not even inquire. It was just the sort of thing that the brute would do." (Laughter and cheers.) We are too ready to believe these things. We have too much of the barbaric spirit of the past. The execution of a rebel leader, the viceroys, whose personal courage by the way has often been tested, had cut out the rebel's heart and drunk some of his blood in the belief that the valour of the dead man would thereby be communicated to the living. A foreign minister in Peking, shocked by the story, telegraphed to a foreign official, who in geographical distance was situated near to the city where the alleged barbarity was committed, and asked him if he could confirm the story. By return telegraph he received the reply "Can confirm." Some time later I met that official, and I asked him how he could so promptly confirm a story, seeing that he regarded personal distance he was as far removed from the scene of the barbarity as London is from Siberia. He replied "I had no hesitation in sending confirmation. I did not even inquire. It was just the sort of thing that the brute would do." (Laughter and cheers.) We are too ready to believe these things. We have too much of the barbaric spirit of the past. The execution of a rebel leader, the viceroys, whose personal courage by the way has often been tested, had cut out the rebel's heart and drunk some of his blood in the belief that the valour of the dead man would thereby be communicated to the living. A foreign minister in Peking, shocked by the story, telegraphed to a foreign official, who in geographical distance was situated near to the city where the alleged barbarity was committed, and asked him if he could confirm the story. By return telegraph he received the reply "Can confirm." Some time later I met that official, and I asked him how he could so promptly confirm a story, seeing that he regarded personal distance he was as far removed from the scene of the barbarity as London is from Siberia. He replied "I had no hesitation in sending confirmation. I did not even inquire. It was just the sort of thing that the brute would do." (Laughter and cheers.) We are too ready to believe these things. We have too much of the barbaric spirit of the past. The execution of a rebel leader, the viceroys, whose personal courage by the way has often been tested, had cut out the rebel's heart and drunk some of his blood in the belief that the valour of the dead man would thereby be communicated to the living. A foreign minister in Peking, shocked by the story, telegraphed to a foreign official, who in geographical distance was situated near to the city where the alleged barbarity was committed, and asked him if he could confirm the story. By return telegraph he received the reply "Can confirm." Some time later I met that official, and I asked him how he could so promptly confirm a story, seeing that he regarded personal distance he was as far removed from the scene of the barbarity as London is from Siberia. He replied "I had no hesitation in sending confirmation. I did not even inquire. It was just the sort of thing that the brute would do." (Laughter and cheers.) We are too ready to believe these things. We have too much of the barbaric spirit of the past. The execution of a rebel leader, the viceroys, whose personal courage by the way has often been tested, had cut out the rebel's heart and drunk some of his blood in the belief that the valour of the dead man would thereby be communicated to the living. A foreign minister in Peking, shocked by the story, telegraphed to a foreign official, who in geographical distance was situated near to the city where the alleged barbarity was committed, and asked him if he could confirm the story. By return telegraph he received the reply "Can confirm." Some time later I met that official, and I asked him how he could so promptly confirm a story, seeing that he regarded personal distance he was as far removed from the scene of the barbarity as London is from Siberia. He replied "I had no hesitation in sending confirmation. I did not even inquire. It was just the sort of thing that the brute would do." (Laughter and cheers.) We are too ready to believe these things. We have too much of the barbaric spirit of the past. The execution of a rebel leader, the viceroys, whose personal courage by the way has often been tested, had cut out the rebel's heart and drunk some of his blood in the belief that the valour of the dead man would thereby be communicated to the living. A foreign minister in Peking, shocked by the story, telegraphed to a foreign official, who in geographical distance was situated near to the city where the alleged barbarity was committed, and asked him if he could confirm the story. By return telegraph he received the reply "Can confirm." Some time later I met that official, and I asked him how he could so promptly confirm a story, seeing that he regarded personal distance he was as far removed from the scene of the barbarity as London is from Siberia. He replied "I had no hesitation in sending confirmation. I did not even inquire. It was just the sort of thing that the brute would do." (Laughter and cheers.) We are too ready to believe these things. We have too much of the barbaric spirit of the past. The execution of a rebel leader, the viceroys, whose personal courage by the way has often been tested, had cut out the rebel's heart and drunk some of his blood in the belief that the valour of the dead man would thereby be communicated to the living. A foreign minister in Peking, shocked by the story, telegraphed to a foreign official, who in geographical distance was situated near to the city where the alleged barbarity was committed, and asked him if he could confirm the story. By return telegraph he received the reply "Can confirm." Some time later I met that official, and I asked him how he could so promptly confirm a story, seeing that he regarded personal distance he was as far removed from the scene of the barbarity as London is from Siberia. He replied "I had no hesitation in sending confirmation. I did not even inquire. It was just the sort of thing that the brute would do." (Laughter and cheers.) We are too ready to believe these things. We have too much of the barbaric spirit of the past. The execution of a rebel leader, the viceroys, whose personal courage by the way has often been tested, had cut out the rebel's heart and drunk some of his blood in the belief that the valour of the dead man would thereby be communicated to the living. A foreign minister in Peking, shocked by the story, telegraphed to a foreign official, who in geographical distance was situated near to the city where the alleged barbarity was committed, and asked him if he could confirm the story. By return telegraph he received the reply "Can confirm." Some time later I met that official, and I asked him how he could so promptly confirm a story, seeing that he regarded personal distance he was as far removed from the scene of the barbarity as London is from Siberia. He replied "I had no hesitation in sending confirmation. I did not even inquire. It was just the sort of thing that the brute would do." (Laughter and cheers.) We are too ready to believe these things. We have too much of the barbaric spirit of the past. The execution of a rebel leader, the viceroys, whose personal courage by the way has often been tested, had cut out the rebel's heart and drunk some of his blood in the belief that the valour of the dead man would thereby be communicated to the living. A foreign minister in Peking, shocked by the story, telegraphed to a foreign official, who in geographical distance was situated near to the city where the alleged barbarity was committed, and asked him if he could confirm the story. By return telegraph he received the reply "Can confirm." Some time later I met that official, and I asked him how he could so promptly confirm a story, seeing that he regarded personal distance he was as far removed from the scene of the barbarity as London is from Siberia. He replied "I had no hesitation in sending confirmation. I did not even inquire. It was just the sort of thing that the brute would do." (Laughter and cheers.) We are too ready to believe these things. We have too much of the barbaric spirit of the past. The execution of a rebel leader, the viceroys, whose personal courage by the way has often been tested, had cut out the rebel's heart and drunk some of his blood in the belief that the valour of the dead man would thereby be communicated to the living. A foreign minister in Peking, shocked by the story, telegraphed to a foreign official, who in geographical distance was situated near to the city where the alleged barbarity was committed, and asked him if he could confirm the story. By return telegraph he received the reply "Can confirm." Some time later I met that official, and I asked him how he could so promptly confirm a story, seeing that he regarded personal distance he was as far removed from the scene of the barbarity as London is from Siberia. He replied "I had no hesitation in sending confirmation. I did not even inquire. It was just the sort of thing that the brute would do." (Laughter and cheers.) We are too ready to believe these things. We have too much of the barbaric spirit of the past. The execution of a rebel leader, the viceroys, whose personal courage by the way has often been tested, had cut out the rebel's heart and drunk some of his blood in the belief that the valour of the dead man would thereby be communicated to the living. A foreign minister in Peking, shocked by the story, telegraphed to a foreign official, who in geographical distance was situated near to the city where the alleged barbarity was committed, and asked him if he could confirm the story. By return telegraph he received the reply "Can confirm." Some time later I met that official, and I asked him how he could so promptly confirm a story, seeing that he regarded personal distance he was as far removed from the scene of the barbarity as London is from Siberia. He replied "I had no hesitation in sending confirmation. I did not even inquire. It was just the sort of thing that the brute would do." (Laughter and cheers.) We are too ready to believe these things. We have too much of the barbaric spirit of the past. The execution of a rebel leader, the viceroys, whose personal courage by the way has often been tested, had cut out the rebel's heart and drunk some of his blood in the belief that the valour of the dead man would thereby be communicated to the living. A foreign minister in Peking, shocked by the story, telegraphed to a foreign official, who in geographical distance was situated near to the city where the alleged barbarity was committed, and asked him if he could confirm the story. By return telegraph he received the reply "Can confirm." Some time later I met that official, and I asked him how he could so promptly confirm a story, seeing that he regarded personal distance he was as far removed from the scene of the barbarity as London is from Siberia. He replied "I had no hesitation in sending confirmation. I did not even inquire. It was just the sort of thing that the brute would do." (Laughter and cheers.) We are too ready to believe these things. We have too much of the barbaric spirit of the past. The execution of a rebel leader, the viceroys, whose personal courage by the way has often been tested, had cut out the rebel's heart and drunk some of his blood in the belief that the valour of the dead man would thereby be communicated to the living. A foreign minister in Peking, shocked by the story, telegraphed to a foreign official, who in geographical distance was situated near to the city where the alleged barbarity was committed, and asked him if he could confirm the story. By return telegraph he received the reply "Can confirm." Some time later I met that official, and I asked him how he could so promptly confirm a story, seeing that he regarded personal distance he was as far removed from the scene of the barbarity as London is from Siberia. He replied "I had no hesitation in sending confirmation. I did not even inquire. It was just the sort of thing that the brute would do." (Laughter and cheers.) We are too ready to believe these things. We have too much of the barbaric spirit of the past. The execution of a rebel leader, the viceroys, whose personal courage by the way has often been tested, had cut out the rebel's heart and drunk some of his blood in the belief that the valour of the dead man would thereby be communicated to the living. A foreign minister in Peking, shocked by the story, telegraphed to a foreign official, who in geographical distance was situated near to the city where the alleged barbarity was committed, and asked him if he could confirm the story. By return telegraph he received the reply "Can confirm." Some time later I met that official, and I asked him how he could so promptly confirm a story, seeing that he regarded personal distance he was as far removed from the scene of the barbarity as London is from Siberia. He replied "I had no hesitation in sending confirmation. I did not even inquire. It was just the sort of thing that the brute would do." (Laughter and cheers.) We are too ready to believe these things. We have too much of the barbaric spirit of the past. The execution of a rebel leader, the viceroys, whose personal courage by the way has often been tested, had cut out the rebel's heart and drunk some of his blood in the belief that the valour of the dead man would thereby be communicated to the living. A foreign minister in Peking, shocked by the story, telegraphed to a foreign official, who in geographical distance was situated near to the city where the alleged barbarity was committed, and asked him if he could confirm the story. By return telegraph he received the reply "Can confirm." Some time later I met that official, and I asked him how he could so promptly confirm a story, seeing that he regarded personal distance he was as far removed from the scene of the barbarity as London is from Siberia. He replied "I had no hesitation in sending confirmation. I did not even inquire. It was just the sort of thing that the brute would do." (Laughter and cheers.) We are too ready to believe these things. We have too much of the barbaric spirit of the past. The execution of a rebel leader, the viceroys, whose personal courage by the way has often been tested, had cut out the rebel's heart and drunk some of his blood in the belief that the valour of the dead man would thereby be communicated to the living. A foreign minister in Peking, shocked by the story, telegraphed to a foreign official, who in geographical distance was situated near to the city where the alleged barbarity was committed, and asked him if he could confirm the story. By return telegraph he received the reply "Can confirm." Some time later I met that official, and I asked him how he could so promptly confirm a story, seeing that he regarded personal distance he was as far removed from the scene of the barbarity as London is from Siberia. He replied "I had no hesitation in sending confirmation. I did not even inquire. It was just the sort of thing that the brute would do." (Laughter and cheers.) We are too ready to believe these things. We have too much of the barbaric spirit of the past. The execution of a rebel leader, the viceroys, whose personal courage by the way has often been tested, had cut out the rebel's heart and drunk some of his blood in the belief that the valour of the dead man would thereby be communicated to the living. A foreign minister in Peking, shocked by the story, telegraphed to a foreign official, who in geographical distance was situated near to the city where the alleged barbarity was committed, and asked him if he could confirm the story. By return telegraph he received the reply "Can confirm." Some time later I met that official, and I asked him how he could so promptly confirm a story, seeing that he regarded personal distance he was as far removed from the scene of the barbarity as London is from Siberia. He replied "I had no hesitation in sending confirmation. I did not even inquire. It was just the sort of thing that the brute would do." (Laughter and cheers.) We are too ready to believe these things. We have too much of the barbaric spirit of the past. The execution of a rebel leader, the viceroys, whose personal courage by the way has often been tested, had cut out the rebel's heart and drunk some of his blood in the belief that the valour of the dead man would thereby be communicated to the living. A foreign minister in Peking, shocked by the story, telegraphed to a foreign official, who in geographical distance was situated near to the city where the alleged barbarity was committed, and asked him if he could confirm the story. By return telegraph he received the reply "Can confirm." Some time later I met that official, and I asked him how he could so promptly confirm a story, seeing that he regarded personal distance he was as far removed from the scene of the barbarity as London is from Siberia. He replied "I had no hesitation in sending confirmation. I did not even inquire. It was just the sort of thing that the brute would do." (Laughter and cheers.) We are too ready to believe these things. We have too much of the barbaric spirit of the past. The execution of a rebel leader, the viceroys, whose personal courage by the way has often been tested, had cut out the rebel's heart and drunk some of his blood in the belief that the valour of the dead man would thereby be communicated to the living. A foreign minister in Peking, shocked by the story, telegraphed to a foreign official, who in geographical distance was situated near to the city where the alleged barbarity was committed, and asked him if he could confirm the story. By return telegraph he received the reply "Can confirm." Some time later I met that official, and I asked him how he could so promptly confirm a story, seeing that he regarded personal distance he was as far removed from the scene of the barbarity as London is from Siberia. He replied "I had no hesitation in sending confirmation. I did not even inquire. It was just the sort of thing that the brute would do." (Laughter and cheers.) We are too ready to believe these things. We have too much of the barbaric spirit of the past. The execution of a rebel leader, the viceroys, whose personal courage by the way has often been tested, had cut out the rebel's heart and drunk some of his blood in the belief that the valour of the dead man would thereby be communicated to the living. A foreign minister in Peking, shocked by the story, telegraphed to a foreign official, who in geographical distance was situated near to the city where the alleged barbarity was committed, and asked him if he could confirm the story. By return telegraph he received the reply "Can confirm." Some time later I met that official, and I asked him how he could so promptly confirm a story, seeing that he regarded personal distance he was as far removed from the scene of the barbarity as London is from Siberia. He replied "I had no hesitation in sending confirmation. I did not even inquire. It was just the sort of thing that the brute would do." (Laughter and cheers.) We are too ready to believe these things. We have too much of the barbaric spirit of the past. The execution of a rebel leader, the viceroys, whose personal courage by the way has often been tested, had cut out the rebel's heart and drunk some of his blood in the belief that the valour of the dead man would thereby be communicated to the living. A foreign minister in Peking, shocked by the story, telegraphed to a foreign official, who in geographical distance was situated near to the city where the alleged barbarity was committed, and asked him if he could confirm the story. By return telegraph he received the reply "Can confirm." Some time later I met that official, and I asked him how he could so promptly confirm a story, seeing that he regarded personal distance he was as far removed from the scene of the barbarity as London is from Siberia. He replied "I had no hesitation in sending confirmation. I did not even inquire. It was just the sort of thing that the brute would do." (Laughter and cheers.) We are too ready to believe these things. We have too much of the barbaric spirit of the past. The execution of a rebel leader, the viceroys, whose personal courage by the way has often been tested, had cut out the rebel's heart and drunk some of his blood in the belief that the valour of the dead man would thereby be communicated to the living. A foreign minister in Peking, shocked by the story, telegraphed to a foreign official, who in geographical distance was situated near to the city where the alleged barbarity was committed, and asked him if he could confirm the story. By return telegraph he received the reply "Can confirm." Some time later I met that official, and I asked him how he could so promptly confirm a story, seeing that he regarded personal distance he was as far removed from the scene of the barbarity as London is from Siberia. He replied "I had no hesitation in sending confirmation. I did not even inquire. It was just the sort of

12th December.
THE VICTORY "AT HOME."
This morning, H. E. the Viceroy received the French Consul General at his port.
VICTORY AND COMMODORE.
This afternoon, Commodore Li Chun, by order of the Viceroy, will call on the British Consul General to discuss matters regarding the West River patrol service.

LIKIN DUES.
The collection of likin dues for the latter half of the month ended on 11th inst., 1927, which does not tell us very much.

RAILWAY ACCIDENT.
On the 10th inst., a train going to Saitam from Canton, on the Shanghai and Canton Railway, ran over a servant girl, who was killed instantly.

H. G. BROWN AND COMPANY, LIMITED.

IN LIQUIDATION.

The report of the Liquidator for presentation at a general meeting of shareholders, to be held on 4th January, reads:

The Liquidator now begs to present to Shareholders the Final Statement of the Company's Accounts made up to September 30th, 1927.

The account at the time the Company went into liquidation was:

To this had to be added the amount that appeared in the Company's books as value of Goodwill

The losses on winding up amount to

Brig "Enrique"—Although the Spanish Authorities gave the Company's representative in Manila a written guarantee to indemnify the Company if this vessel was lost or damaged while in their hands, I have found it impossible to collect this. Company's claim against the Spanish Government for the loss of this vessel. The vessel was taken by the Spanish Admiralty filled with stores and sunk at the mouth of Subig Bay, to prevent the entrance of the American fleet.

"Sundry Debts"—Consistently of advances to labourers and when the Company ceased operations, the men were thrown out of employment and were quite unable to repay the advances made to them by the Company.

The sum available for distribution is

And this I propose to divide as follows:

To distribute \$5.00 per share on 6000 shares

Leaving a balance of

To meet incidental expenses, which I hope will meet with your approval.

J. WHELEW, Liquidator.

Ho K'ong, November 26th, 1927.

STATEMENT OF ACCOUNTS TO THE 30TH SEPTEMBER, 1927.

Dr. Capital—

6,000 shares each \$500

paid up

Less amount of 1st distribution of assets

Less amount of final distribution of assets

Sundry creditors

Less amount of claims liquidated

Cr.

Hongkong and Shanghai Bank cash

Less amount of 1st distribution of assets

Less provision for final distribution of assets

Balance of profit and loss account

LIQUIDATION ACCOUNT.

To bring "Enrique," bank value

To sundry debts

To balance of

To claims liquidated, balance of

To liquidation expenses in the Philippine Islands and Hongkong

Cr.

By amount of purchase money collected

By interest

By balance carried in profit and loss account

PROFIT AND LOSS ACCOUNT.

To balance as per last account

To balance of Liquidation A/c brought down

Cr.

By amount of claims liquidated

By balance

Went on making inquiries into a certain robbery which was reported to them a few days ago. The West River police, brought to light yesterday (10th inst.) another robbery which had been committed on the 30th ult. at 11:30, Cochrane Street, and still unreported to the police authorities. Certain information had been received by Inspector Collett yesterday to the effect that a quantity of stolen property could be found at No. 1, Tung Tak Lane. This proved correct and the occupier of the house—Chen, who was arrested later, had admitted entering the house in Cochrane Street and stealing twelve pieces of clothing and bunches of keys and, at the same time, was charged at the Police Court, this morning, with carrying three white handkerchiefs and a pair of shoes.

WEST RIVER PATROL.

LAUNCH OWNERS' GRIEVANCES.

REPRESENTATIONS TO GENY AND MERCHANTS.

(From Our Own Correspondent.)

Canton, 6th December, 1927.

In my letter of yesterday I reported the proceedings at a meeting held on Thursday of the Steam Launch Owners' Guild at which, besides the numerous owners of steam launches engaged on riverine trade, there were present hundreds of people to follow the discussion of the vexed question of the policing of the waterways of Kwangtung. This subject, which has now for some time been agitating the minds of officials, merchants and gentry alike, assumed a new phase with the advent of the powerful British flotilla to patrol the waterways of South China comprised within the territorial waters of the Empire. It is somewhat singular that while the Viceroy, the officials, the gentry, and the students even the females among them have held monster indignation meetings which decried British co-operation with the Provincial Government in putting down piracy, a demonstration of force, these more numerous and practical-minded men, who are more concerned with the ship of a friendly power which have come to co-operate in the putting down of brigandage and lawlessness on the commercial highways of the Province, is a tribute to the business instinct of the meeting. It was also resolved by the meeting to disclaim any anti-foreign feelings, and the steps, which will be taken, as a result of the suggestions adopted by the Steam Launch Owners' Guild will go a long way to suppress the feeling of jealousy which, it is feared, has been kindled by the appearance of the British Naval force in the upper reaches of the waterway.

Allusion was made to the memorandum of their grievances submitted by the Launch Guild to the merchants and gentry of Canton at the request of the latter. The document is a voluminous one. I forward a rough translation herewith. It is to the following effect—

A representation by the guild of Chinese launch owners to the mass meeting of merchants and people.

Commercial enterprises necessarily depend on vehicular medium on land and boats on water. This essential has been recognized from ancient times, but has increased within the last century by leaps and bounds. Kwangtung is a maritime province and the merchandise conveyed through the delta of the Chukiang river necessitates the improvement of such conveyance by using cargo-junks towed by steam launches, within recent years. This facility has been appreciated by all traders and travellers in the Liang Kwang provinces. The business returns of every town and market reached as a result of the introduction of steam navigation inland have been found to be increasing yearly. At the commencement of the reign of our Gracious Emperor Kwang Su, Chinese merchants began to introduce steam navigation into the waters of the interior. Hence, up to the 28th year (five years ago), there has been no ordinance made for the appointment of a surveyor to examine our launches. There have been tranquillity and prosperity during those years because the merchants and people understood how to take care of their lives and property without any interference. Since the 28th year, a marine surveyor has been appointed by the I. M. Customs which, under the pretext of superintending the examination of the hull and machinery of the launches, has produced harmful results, and the restrictions put upon us are oppressive to a degree. The consequence is that many launch owners have been ruined and others have resorted to foreign registration and various flags of foreign Powers are now to be seen everywhere on the inland waters. This question touches the prestige and revenue of our country, and it is deplorable when mentioned. Fortunately there has been a discussion by the Ministers in Peking of how facilities should be given for the development of mercantile shipping. The former of the inland waters of Kwangtung by rallying them together during the fifth month of this year. After this we investigated the cause of the depressed condition of the launch and junk business and found that it was brought about mainly by the restrictions imposed by the marine surveyor of the I. M. Customs and by the detentions and oppressive regulations enforced by the Customs officers. Their actions are similar to the driving away of the fish from the sea and the birds from the wood. Other commercial lines also suffer as a result of the depression of the shipping business. We hereby enumerate our grievances clause by clause for your (gentlemen's) consideration and hope that you will devise means to bring about the redress earnestly awaited by the merchants and people of Kwangtung. We pray for your success.

The following are our grievances—

1. Oppressive fines imposed on us by the I. M. Customs.

2. The severity of the marine surveyor's restriction on the amount of steam pressure permitted on a launch. When a launch is under way, emergencies may happen, such as a gale, strong floods, piracies, etc. She is compelled to use more steam under such circumstances. Such actions under exigencies are always allowable by shipping laws of most countries. Whenever a case is reported by the out-door staff to the Commissioner of Customs, he invariably passes a sentence upon the launch owner, having already tampered with the safety valve without making inquiries into the circumstances, and for each offence, the owner has to pay a heavy fine of 100 Hainan taels or to suffer the forfeiture of his launch. He (the Commissioner) never considers that the profit made by a launch in one year is quite small and such a fine, once inflicted, often leads to the ruin of the business. Besides dangers from storm and pirates are prevalent on the waterways of Kwangtung. If the evil of such oppressive restriction is not remedied, the surveyor is not permitted to permit 20 more lbs of steam pressure to be employed by towing launches than those carrying passengers, both the launch and junk will be in worse peril than the explosion of the steam valve, when any accident happens. The shipping ordinances of all countries allow the getting up of more steam in an emergency. For instance, even in Hongkong where strict regulations must be observed for all shipping, a launch would be fined only \$50 for exceeding the limit of steam pressure. Why a launch owner in Canton should be liable to a penalty over 30 times that inflicted by other countries, is incomprehensible.

(3) Unreasonable restriction on whistle blowing.

Whenever other vessels are passing, the launch owner is forbidden to blow his whistle.

(4) Inconvenience to launchers by having to deliver their books and papers to the Customs when staying at Canton.

The privilege for keeping their books and papers on board while anchoring at Canton was formerly allowed to all launches. Whenever they were engaged to go anywhere, they could always apply to the Customs for a special permit to do so. Recently it has been enacted by the Customs that launches must surrender their books and papers when staying at Canton under heavy penalty for any infringement. No permit will be issued to any launch after 4 p.m., so they cannot go anywhere, even if well paid to do so, after that hour. Inconvenience to launchers by this rule often causes injurious results to other lines of business.

2. Oppression by the Marine Surveyor.

The value of each launch is over \$10,000 on an average. Does the owner not know that his vessel must be in good order and that he is frequently being assisted by the owners since their launches are under the surveyor's direction under the high sounding term of ensuring their safety. Whenever an application is made for the yearly renewal of the surveyor's certificate in accordance with the existing regulation, he is empowered to order whatever he pleases without any appeal. Repairs and alterations are often insisted upon when one is necessary. Moreover, overhauls of launches are never permitted to be repaired or altered, at the first examination. When they apply for a certificate by going through a second examination after the repairs and alterations have been done, they are told that such and such repairs and alterations are needed, etc., the changing of the keel and ribs, raising the boiler, and similar laborious work. Very often the whole hull has to undergo complete alteration by repeated repainting, as described above, in a few days, would often take several months and cost thousands of dollars to complete. However, when the launches are finally repaired and altered to the surveyor's entire satisfaction, only an inadequate amount of steam pressure is permitted in the engines. This is absurd and may be compared to prohibiting a man with a pair of strong legs to walk any faster. A beautifully fitted up launch is as useless as a rotten one. The original cause of this evil is besides investigation, absolute power in a foreigner, whose verdict is final, unquestionably due to the machinations of an assistant (name given) who entertains a grudge against the launch owners because they jointly petitioned to H.E. Shum, the ex-Viceroy, last year on his alleged misconduct. It is not deplorable that this man should manifest his determination of ruining all the business done by launches under the dragon flag before he can be appeased?

3. The loss to the country by steam launches flying foreign flags.

It is an honour to the nation when launches flying the dragon flag are mostly seen in the inland navigation trade instead of which launches under foreign flags may be seen everywhere in the interior. (b) The tonnage dues paid by a Chinese-owned launch to the likin headquarters amount to tens of dollars in a year which is not charged in launches under foreign flags. (c) Launches flying the dragon flag are not allowed to occur in the interior. (Chinese-owned launches may be commandeered for the transport of soldiers and commissariat by the Government if their number is sufficiently strong. But when the foreign-registered ones are on the increase, that power belongs to foreign nations whenever a conflict happens. (d) The profit from the passenger trade and goods traffic goes to foreigners who can monopolize the trade when their launches are in superior numbers. (e) Launches purchased with Chinese capital are often made to seek foreign registry. Thus, besides the commission paid to foreigners, which aggregates a handsome sum annually, Chinese principals may be involved in losses in various ways. (f) There is no law in our country to protect our interests. Chinese merchants are thus impelled to seek protection under the flag of foreign Governments. Whose fault is this?

4. The unlawful searches made by the Likin headquarters on Chinese-owned launches.

It is obvious that the inland trade is different from river steamboats from Hongkong and Macao which carry cargo for import or export trade. The sole purpose for establishing the likin headquarters here was to collect likin duties which had escaped the six likin barriers on import and export cargo. This steamers or junks from Hongkong and Macao should be submitted to the searches of the likin officers. Now those officers indiscriminately interfere with every launch in the interior. So there is no discrimination between inland trade and foreign trade, while the former suffers a double imposition of likin duties greatly detrimental to general commerce. A most inexplicable point is that there has never been any search on paddle-wheel junks and sailing junks which carry the same cargo and go to the same places as the launch-towing junks while the latter are subjected to such a disgraceful treatment. The annual income to the likin headquarters from launches collected from junks towed by launches only amounts to a few thousand dollars. This will not make up for the trouble and inconvenience to the number of launches every morning when they are departing from Canton. Merchants and travellers are rightly indignant with such delays and annoyances. We propose that a petition should be sent to the local authorities requesting that the searches should be discontinued in accordance with the original purpose of the likin regulations. The above are only outlines of the oppressions we, Chinese merchants, suffer, which are often extremely unreasonable. For instance, Mr. Yu Kig-yao, the chairman of our guild, had, at the beginning of this year, an interview with Mr. Meyer, the Commissioner of Customs, and explained our grievances to him. He cordially promised to facilitate business and reduce the fines to \$5 on the first offence, \$10 on the second, and \$25 (the highest limit) on the third and all subsequent offences. A special order was issued accordingly, but it has been completely ignored.

We are greatly grieved by this. But we are not this time than the steam launches from the South and North Rivers, and the junks towed by such launches, as mentioned above, over 100 launches were fined for blowing their whistles. Now the evil can only be remedied by reducing the oppressive fines imposed by the likin officers, and especially prohibiting indiscriminate searches by the Marine Surveyor. We, Chinese merchants, are greatly distressed and we earnestly appeal to the British Consulate to interpose with the likin officials to stop such searches.

On the 6th inst. another meeting of the Association for the Upholding of the National Rights of China was held in the Nam Mo College, Ho Hong, to make further protest against the West River foreign patrol service. At this meeting the following resolutions were adopted:—(1) To maintain the Viceroy's Ministry and to accede to the British demands and to oppose any payment of an indemnity.

our own surveyor. When Chinese launches need a fresh examination for the renewal of their certificates, they can apply to our surveyor and our surveyor will make the necessary report for the Commissioner of Customs to issue the required permit without delay. Besides paying the expenses for our own surveyor, we will still defray the Customs' fee of 2 taels for each certificate. Thus the Customs' revenue will not suffer any loss and the burden, resented by us is immense. For example, the large shipping firms of Hongkong, like Messrs. Jardine, Matheson & Co., and Butterfield & Swire, etc., have their respective launches examined by the British and Chinese surveyors. When any paper is required from the Harbour Office, there is never any delay or oppression, as we have suffered at the hands of the Customs' officers. The future prosperity of the inland navigation business depends entirely upon an immediate reform of existing onerous regulations.

The future prosperity of the inland navigation business depends entirely upon an immediate reform of existing onerous regulations.

THE BRITISH FLOTILLA.

Shameen, 9th December.

That reforms will surely follow the advent of the British flotilla in the policing of the West River must be accepted as a foregone conclusion. The results of such reforms which cannot fail to arise must be welcomed by all engaged in trade on the waterways of South China; for it cannot be denied that this expansion of commerce which was so sanguinely expected upon the throwing open of the river to foreign trade was checked only by reason of the prevalence of piracy in the delta. Steam launches and other vessels plying up and down the river were hitherto supposed to fly the flag under which they were respectively registered. This regulation was never honoured in the breach, but in the letter. But since the British flotilla has made its appearance all vessels trading on the river, without exception, must fly their flags.

THE BRITISH FLOTILLA.

Canton, 9th December.

As the people of the province are exhibiting extreme nervousness at the advent of the British flotilla in Canton, the commercial community here have sent a memorial to H.E. the Viceroy, requesting him to explain to the populace the intentions of the visit of the foreign vessels, if H.E. has already ascertained what the intentions are for the despatch of the vessels. In reply, H.E. Chang informs the memorialists that the British flotilla has been mobilized and watered, and pursuant to the special service to inspect all steam launches flying the British flag, and will in no way give trouble to Chinese-owned vessels. H.E. further states that he has, on several occasions, made representations to the British authorities to get these vessels withdrawn as soon as possible, and he will take up the duty of properly patrolling the rivers under his own control. H.E. has also written to the Chinese Consul at Canton, Mr. Li Ching-fang, requesting him to have a conference on the matter with the British Foreign Office, so as to request the latter to at once issue telegraphic instructions to withdraw the vessels from cruising on the river. The people have also been warned not to create any disturbance and not to be agitated. As the British and Chinese actions are on most friendly terms, the matter is expected to be brought to a satisfactory issue.

THE FLOTILLA'S MISSION.

It is reported that the British Consul-General at Canton has communicated with the Chinese officials to the effect that the present squadron of British vessels on the West River has been commissioned to patrol the river for the purpose of inspecting launches plying on the river that fly the British flag and that they will not interfere with any other launches nor those carrying the Chinese flag. The Canton authorities are requested to inform the Consul in case any of the British vessels should act contrary to the purpose for which they are intended.

BOAT PIRATED.

To Jun-nin, a merchant, has petitioned the Nantoh magistrate reporting a case of piracy which took place on his boat on the 22nd day of the 10th moon, while engaged in carrying cargo of sundry goods from Shiu Kwang and was moored at a place known as Wong Chuk Ki, in the district of Nantoh. The boat was held up and robbed of part of its cargo and other valuables worth over a thousand dollars.

CHINESE SERVICE REORGANIZED.

APPOINTMENT OF LI CHUN AS COMMODORE.

Canton, 10th December.

H. E. Viceroy Chang and the ex-Brigadier General of Pakhoi, Li Chun, the latter having returned a few days ago from Pakhoi, are now busily engaged in making arrangements for the bringing about of an efficient patrol service along the West River. It will be appointed as Commodore in charge of the patrol service along the West and North Rivers in addition to being Chief Officer in charge of the land forces of Kwangchow and other prefectures. Chuan-tai Wu-Chung-at will be appointed Commodore in charge of the patrol service along the East River. His present appointment will be somewhat similar to the position he formerly held, and he is expected to be the West River to investigate the patrol service immediately. The fourteen Government launches which were sent to the West River were now being brought some time ago will be placed under direct control, and these have been commissioned to be stationed at different allotted sections along the river.

LAUNCH OWNERS' SUCCESSFUL REPRESENTATIONS.

H. E. the Viceroy, in reply to the memorial presented by the newly-formed Self-Government League in connection with the protest placed under the control of foreigners, states that he is very pleased to approve of the steps decided upon, and to be taken by the owners of Chinese steam launches, to fly the Chinese flag instead of the foreign flag from the first day of the twelfth moon. H.E. has also given instructions to the different barriers along the river to treat the Chinese and foreign launches in a like manner, and has directed the Canton Jan Hon Chu to find means to reduce the monthly fee of \$50 now charged only on Chinese-owned launches before being granted permission to carry passengers, to and from inland places.

ANOTHER MONSTER MEETING.

On the 8th inst. another meeting of the Association for the Upholding of the National Rights of China was held in the Nam Mo College, Ho Hong, to make further protest against the West River foreign patrol service. At this meeting the following resolutions were adopted:—(1) To maintain the Viceroy's Ministry and to accede to the British demands and to oppose any payment of an indemnity.

our own surveyor. When Chinese launches need a fresh examination for the renewal of their certificates, they can apply to our surveyor and our surveyor will make the necessary report for the Commissioner of Customs to issue the required permit without delay. Besides paying the expenses for our own surveyor, we will still defray the Customs' fee of 2 taels for each certificate. Thus the Customs' revenue will not suffer any loss and the burden, resented by us is immense. For example, the large shipping firms of Hongkong, like Messrs. Jardine, Matheson & Co., and Butterfield & Swire, etc., have their respective launches examined by the British and Chinese surveyors. When any paper is required from the Harbour Office, there is never any delay or oppression, as we have suffered at the hands of the Customs' officers. The future prosperity of the inland navigation business depends entirely upon an immediate reform of existing onerous regulations.

The future prosperity of the inland navigation business depends entirely upon an immediate reform of existing onerous regulations.

THE BRITISH FLOTILLA.

Shameen, 9th December.

That reforms will surely follow the advent of the British flotilla in the policing of the West River must be accepted as a foregone conclusion. The results of such reforms which cannot fail to arise must be welcomed by all engaged in trade on the waterways of South China; for it cannot be denied that this expansion of commerce which was so sanguinely expected upon the throwing open of the river to foreign trade was checked only by reason of the prevalence of piracy in the delta. Steam launches and other vessels plying up and down the river were hitherto supposed to fly the flag under which they were respectively registered. This regulation was never honoured in the breach, but in the letter. But since the British flotilla has made its appearance all vessels trading on the river, without exception, must fly their flags.

THE BRITISH FLOTILLA.

Canton, 9th December.

As the people of the province are exhibiting extreme nervousness at the advent of the British flotilla in Canton, the commercial community here have sent a memorial to H.E. the Viceroy, requesting him to explain to the populace the intentions of the visit of the foreign vessels, if H.E. has already ascertained what the intentions are for the despatch of the vessels. In reply, H.E. Chang informs the memorialists that the British flotilla has been mobilized and watered, and pursuant to the special service to inspect all steam launches flying the British flag, and will in no way give trouble to Chinese-owned vessels. H.E. further states that he has, on several occasions, made representations to the British authorities to get these vessels withdrawn as soon as possible, and he will take up the duty of properly patrolling the rivers under his own control. H.E. has also written to the Chinese Consul at Canton, Mr. Li Ching-fang, requesting him to have a conference on the matter with the British Foreign Office, so as to request the latter to at once issue telegraphic instructions to withdraw the vessels from cruising on the river. The people have also been warned not to create any disturbance and not to be agitated. As the British and Chinese actions are on most friendly terms, the matter is expected to be brought to a satisfactory issue.

THE FLOTILLA'S MISSION.

It is reported that the British Consul-General at Canton has communicated with the Chinese officials to the effect that the present squadron of British vessels on the West River has been commissioned to patrol the river for the purpose of inspecting launches plying on the river that fly the British flag and that they will not interfere with any other launches nor those carrying the Chinese flag. The Canton authorities are requested to inform the Consul in case any of the British vessels should act contrary to the purpose for which they are intended.

BOAT PIRATED.

To Jun-nin, a merchant, has petitioned the Nantoh magistrate reporting a case of piracy which took place on his boat on the 22nd day of the 10th moon, while engaged in carrying cargo of sundry goods from Shiu Kwang and was moored at a place known as Wong Chuk Ki, in the district of Nantoh. The boat was held up and robbed of part of its cargo and other valuables worth over a thousand dollars.

CHINESE SERVICE REORGANIZED.

APPOINTMENT OF LI CHUN AS COMMODORE.

Canton, 10th December.

H. E. Viceroy Chang and the ex-Brigadier General of Pakhoi, Li Chun, the latter having returned a few days ago from Pakhoi, are now busily engaged in making arrangements for the bringing about of an efficient patrol service along the West River. It will be appointed as Commodore in charge of the patrol service along the West and North Rivers in addition to being Chief Officer in charge of the land forces of Kwangchow and other prefectures. Chuan-tai Wu-Chung-at will be appointed Commodore in charge of the patrol service along the East River. His present appointment will be somewhat similar to the position he formerly held, and he is expected to be the West River to investigate the patrol service immediately. The fourteen Government launches which were sent to the West River were now being brought some time ago will be placed under direct control, and these have been commissioned to be stationed at different allotted sections along the river.

LAUNCH OWNERS' SUCCESSFUL REPRESENTATIONS.

H. E. the Viceroy, in reply to the memorial presented by the newly-formed Self-Government League in connection with the protest placed under the control of foreigners, states that he is very pleased to approve of the steps decided upon, and to be taken by the owners of Chinese steam launches, to fly the Chinese flag instead of the foreign flag from the first day of the twelfth moon. H.E. has also given instructions to the different barriers along the river to treat the Chinese and foreign launches in a like manner, and has directed the Canton Jan Hon Chu to find means to reduce the monthly fee of \$50 now charged only on Chinese-owned launches before being granted permission to carry passengers, to and from inland places.

ANOTHER MONSTER MEETING.

On the 8th inst. another meeting of the Association for the Upholding of the National Rights of China was held in the Nam Mo College, Ho Hong, to make further protest against the West River foreign patrol service. At this meeting the following resolutions were adopted:—(1) To maintain the Viceroy's Ministry and to accede to the British demands and to oppose any payment of an indemnity.

our own surveyor. When Chinese launches need a fresh examination for the renewal of their certificates, they can apply to our surveyor and our surveyor will make the necessary report for the Commissioner of Customs to issue the required permit without delay. Besides paying the expenses for our own surveyor, we will still defray the Customs' fee of 2 taels for each certificate. Thus the Customs' revenue will not suffer any loss and the burden, resented by us is immense. For example, the large shipping firms of Hongkong, like Messrs. Jardine, Matheson & Co., and Butterfield & Swire, etc., have their respective launches examined by the British and Chinese surveyors. When any paper is required from the Harbour Office, there is never any delay or oppression, as we have suffered at the hands of the Customs' officers. The future prosperity of the inland navigation business depends entirely upon an immediate reform of existing onerous regulations.

The future prosperity of the inland navigation business depends entirely upon an immediate reform of existing onerous regulations.

THE BRITISH FLOTILLA.

Shameen, 9th December.

That reforms will surely follow the advent of the British flotilla in the policing of the West River must be accepted as a foregone conclusion. The results of such reforms which cannot fail to arise must be welcomed by all engaged in trade on the waterways of South China; for it cannot be denied that this expansion of commerce which was so sanguinely expected upon the throwing open of the river to foreign trade was checked only by reason of the prevalence of piracy in the delta. Steam launches and other vessels plying up and down the river were hitherto supposed to fly the flag under which they were respectively registered. This regulation was never honoured in the breach, but in the letter. But since the British flotilla has made its appearance all vessels trading on the river, without exception, must fly their flags.

THE BRITISH FLOTILLA.

Canton, 9th December.

As the people of the province are exhibiting extreme nervousness at the advent of the British flotilla in Canton, the commercial community here have sent a memorial to H.E. the Viceroy, requesting him to explain to the populace the intentions of the visit of the foreign vessels, if H.E. has already ascertained what the intentions are for the despatch of the vessels. In reply, H.E. Chang informs the memorialists that the British flotilla has been mobilized and watered, and pursuant to the special service to inspect all steam launches flying the British flag, and will in no way give trouble to Chinese-owned vessels. H.E. further states that he has, on several occasions, made representations to the British authorities to get these vessels withdrawn as soon as possible, and he will take up the duty of properly patrolling the rivers under his own control. H.E. has also written to the Chinese Consul at Canton, Mr. Li Ching-fang, requesting him to have a conference on the matter with the British Foreign Office, so as to request the latter to at once issue telegraphic instructions to withdraw the vessels from cruising on the river. The people have also been warned not to create any disturbance and not to be agitated. As the British and Chinese actions are on most friendly terms, the matter is expected to be brought to a satisfactory issue.

THE FLOTILLA'S MISSION.

It is reported that the British Consul-General at Canton has communicated with the Chinese officials to the effect that the present squadron of British vessels on the West River has been commissioned to patrol the river for the purpose of inspecting launches plying on the river that fly the British flag and that they will not interfere with any other launches nor those carrying the Chinese flag. The Canton authorities are requested to inform the Consul in case any of the British vessels should act contrary to the purpose for which they are intended.

BOAT PIRATED.

To Jun-nin, a merchant, has petitioned the Nantoh magistrate reporting a case of piracy which took place on his boat on the 22nd day of the 10th moon, while engaged in carrying cargo of sundry goods from Shiu Kwang and was moored at a place known as Wong Chuk Ki, in the district of Nantoh. The boat was held up and robbed of part of its cargo and other valuables worth over a thousand dollars.

CHINESE SERVICE REORGANIZED.

APPOINTMENT OF LI CHUN AS COMMODORE.

Canton, 10th December.

H. E. Viceroy Chang and the ex-Brigadier General of Pakhoi, Li Chun, the latter having returned a few days ago from Pakhoi, are now busily engaged in making arrangements for the bringing about of an efficient patrol service along the West River. It will be appointed as Commodore in charge of the patrol service along the West and North Rivers in addition to being Chief Officer in charge of the land forces of Kwangchow and other prefectures. Chuan-tai Wu-Chung-at will be appointed Commodore in charge of the patrol service along the East River. His present appointment will be somewhat similar to the position he formerly held, and he is expected to be the West River to investigate the patrol service immediately. The fourteen Government launches which were sent to the West River were now being brought some time ago will be placed under direct control, and these have been commissioned to be stationed at different allotted sections along the river.

LAUNCH OWNERS' SUCCESSFUL REPRESENTATIONS.

H. E. the Viceroy, in reply to the memorial presented by the newly-formed Self-Government League in connection with the protest placed under the control of foreigners, states that he is very pleased to approve of the steps decided upon, and to be taken by the owners of Chinese steam launches, to fly the Chinese flag instead of the foreign flag from the first day of the twelfth moon. H.E. has also given instructions to the different barriers along the river to treat the Chinese

SIMPLE SIMON & HIS FRIEND.

COUNTRY FARMER WHO TURNED AMATEUR DETECTIVE.

Much mirth was created in police circles this afternoon over a report a Chinese farmer made in the charge-room at the police station. The man, Chan To, arrived here late to witness the monster procession but, nevertheless, as he was in the Colony he might as well remain and see the place. This was exactly what he did. While waiting along Queen's Road Central yesterday afternoon, taking in everything, a stranger called his attention to some dirt which someone had placed on his left shoulder. Chan was much obliged and proceeded to brush it off with his right hand. In doing so a hand slipped into his pocket, and a \$5 bill changed ownership. Exit thief. The farmer felt the hand, but believed he was jostled by somebody. About ten seconds later he became suspicious and felt for his money, which was gone. Instead of doing the proper thing which nearly every man would have done under ordinary circumstances—invoke the aid of the police—Chan To retraced his steps and inquired at shop after shop along the road if they had seen the robbery. If the thief was known to them, and could be traced? At one shop the patience of one of the folks evaporated and he was fired out. To spite them all Chan there and then turned amateur detective and went about to crack the thief. In fact, he would have succeeded with glory and adventure. Chan did not win any glory, but he nearly got the adventure—and a rough one it would have been too—when his deductions went to an innocent looking coolie, carrying a nice-sized bamboo pole, who threatened to lay out Chan if he insisted that he was the son of thieves. A glance at the coolie and the pole made Chan forget his loss and, apologetically, he went home. At about one o'clock yesterday—exactly twenty-four hours after the robbery—he arrived at the police station and lodged his report. The police are inquiring into the matter, but there is no hope of Chan To's getting back his money.

ALLEGED MALICIOUS ARREST.

ACTION FOR DAMAGES.

Yeung Yao, the proprietor of two barber shops in Hongkong, brought an action against his partner, Li Moey, at the Supreme Court, last Wednesday afternoon, to recover the sum of \$500 for maliciously causing him to be arrested and falsely imprisoning him on the 14th November last. The case was heard before Mr. Justice Wise.

Mr. Reginald Harding appeared for the plaintiff, whilst Mr. C. F. Dixon, of Messrs. Hastings and Hastings, represented the defendant.

The plaintiff, examined, said he was a barber, carrying on business at 34, D'Aguiar Street. He also had another place of business at 45, Mosque Street. He carried on the business with the defendant.

Mr. Harding: What happened on the 14th November? Defendant accused me of stealing a razor-stone and a pair of deer horns, and he had me arrested.

His Lordship:—In the usual orthodox manner—by your queue?—Yes.

Mr. Harding:—What did he say at the station?—That I entered the shop with another man and stole the stuff.

His Lordship:—Were you charged?—Yes. I was locked up for the night.

Next morning, proceeded the witness, he was charged before a magistrate the case was heard and dismissed.

His Lordship:—Whom does the razor-stone belong to? Who brought it?—I did.

And the deer horns?—I borrowed it from a friend—a relative of my wife.

\$500 DAMAGES AWARDED YEUNG YAO, THE BARBER, WHO BROUGHT ACTION AT THE SUPREME COURT, LAST WEDNESDAY AFTERNOON, AGAINST HIS PARTNER, LI MOEY, FOR MALICIOUSLY CAUSING HIS ARREST AND FALSE IMPRISONMENT IN NOVEMBER LAST.

WATER RETURN.

Level and storage of water in reservoirs on the 1st December.

CITY AND HILL DISTRICT WATER WORKS.	
LEVEL.	
1906.	1907.
Tyiam... 5' 1" below	0' 6" below
Tyiam Byewash... 2' 1" below	2' 8" below
Tyiam Intermediate... 6' 7" below	2' 6" below
Pokfulum... 6' 7" below	2' 6" below
Wong-nai-chong... 6' 6" below	2' 6" below

STORAGE GALLONS.

Tyiam	371,550,000	380,250,000
Tyiam Byewash	nil	nil
Tyiam Intermediate	209,388,000	209,388,000
Pokfulum	50,550,000	50,550,000
Wong-nai-chong	21,173,000	21,173,000

Total... 445,273,000 677,343,000
Consumption in the City and Hill District during the month of November.

1906. 1907.
Consumption... 100,000,000 132,081,000 gallons
Estimated population... 235,700 205,860

Consumption per head per day... 14.0 21.3 gallons
Rider meter in operation during the whole of November, 1906.

Constant supply in all districts during the whole of November, 1907.
The return of consumption is subject to error owing to the difficulty of accurate measurement whilst the extension works at Albany Filler Beds are in progress.

KOWLOON WATER WORKS.

LEVEL.	
1906.	1907.
Kowloon Gravit... 27' 5" below	27' 5" below
Kowloon Reservoir... 27' 5" below	27' 5" below

STORAGE GALLONS.

Kowloon Gravit...	127,817,000 gallons
Kowloon Reservoir...	127,817,000 gallons

Consumption from the original intake was discontinued at the end of 1906, but the gravitation works have not been sufficiently advanced to justify publishing returns of the storage.

Consumption in Kowloon during the month of November—
1906. 1907.
Consumption... 14,095,000 20,681,000 gallons
Estimated population... 81,000 80,500

Consumption per head per day... 5.7 8.5 gallons
The Government Analyst reports that the water is of excellent quality.

W. CHATHAM, Water Authority.

KNOWN SOLICITORS IN COURT.

RESULT OF THE PIRATED JUNK ACTION.

Kwong Tso, King, of Shan-ki-wan, whose name has received so much publicity of late in connection with the pirated junk appeal case, brought action in the Summary Jurisdiction Court, this morning, against Messrs. Denny and Bowley, to recover the sum of \$10,000 being the amount of defendant's taxed costs in the action brought by Ip Tsung Nid, a fish dealer, of 21, Hillier Street, against him to recover the *San Kwan Chung* junk, or, in the alternative, her value, which was estimated at \$10,000. This action he won, but the matter is still pending owing to an appeal.

The plaintiff was represented by Mr. E. J. Grist, of Messrs. Wilkinson and Grist, and Mr. E. B. L. Bowley appeared for the defendant.

Mr. Bowley stated that this action arose out of the pirated junk case, and he asked for it to be adjourned *sine die*, until the decision of the appeal which was pending was given.

Mr. Grist objected. In the first place, he submitted, the decision of the Full Court was *ultra vires*.

Mr. Justice Wise—You must not refer to *ultra vires* before me, but listen to your opponent.

Mr. Grist continued on the same tack, holding that no stay of execution was granted in the matter, but his Lordship would not listen.

A solicitor's undertaking to pay the costs in no action is in no way affected by stay of execution, he argued.

Mr. Justice Wise—That's another point. The case was eventually adjourned.

ARMY OFFICER'S EXPERIENCE.

POCKET PICKED NEAR CLOCK TOWER.

In the midst of traffic, which at that time of the day is unusually heavy along Queen's Road, and in front of a number of pedestrians, a British army officer, who arrived with the remials for this station the other day, by the transport *Sicilia*, had a novel experience while passing the Clock Tower at about one o'clock today.

The officer, we understand, belongs to the 4th Middlesex Regiment, and resides with some friends at the Peak.

This morning, he came to town to make some purchases and proceeded from shop to shop in quest of the articles he wanted, paying for them from a roll of banknotes, which he kept in the top pocket of his coat—a very handy place, he considered, when constant payments had to be made. Perhaps it might as well be mentioned here that the officer was in mufti. It was very close on one o'clock when he left the last shop. Riches were bustling up and down the road and the sidewalks were charged with people. As the officer left the shop, a coolie had seen, through the shop window, where the money was placed, and, edging up to him, picked the roll of notes, which by this time had diminished to \$30 odd, out of his pocket. The officer felt the hand and seized it, losing it the next minute. The man was then pursued and captured lower down the road by the officer, who had him removed to the Central Police Station. He was locked up on a charge of theft, and to-morrow morning he will appear before the magistrate at the Police Court.

LADY SUEB FOR HOUSE RENT.

SOUND ADVICE BY THE COURT.

See in future that when you pay out money you get a receipt. This piece of advice was given to Mrs. Caroline Slobin at the Supreme Court, this morning, by Mr. Justice Wise, at the conclusion of the case in which she appeared as defendant. Lai Chi Chuen, a rent collector, sought to recover from her the sum of \$105, being three months' house rent.

Mr. Crowther Smith, of Messrs. d'Almeida and Smith, appeared for the plaintiff. The defendant appeared in person.

His Lordship (to defendant who was seated in the witness-box)—Do you owe this money?—Yes.

Then that's an end to it.—But I don't owe that much.

His Lordship stated that defendant owed him three months' rent at the rate of \$35 per month. He also mentioned that during September she left the house without giving notice.

"I only owe him \$40," said the lady, "for the month of September. The rest I have already paid."

His Lordship:—Where are your receipts?—I never got any. I paid the money to his wife, but never got any receipts.

His Lordship found against her after giving her the advice stated above.

FOOTBALL.

GARRISON FOOTBALL LEAGUE.

FIXTURES FOR NEXT WEEK:
Monday 16th, No. 88 Co. R.G.A. v. No. 83 Co. R.G.A. Referee: Staff Sgt. Tame, R.E.
Tuesday 17th, "A" Co. 3rd Mx. v. 4th Co. R.E. Referee: Corp. LeGrove, A.O.C.
Wednesday 18th, No. 87 Co. R.G.A. v. 40th Co. R.E. Referee: Corp. Griffiths, A.O.C.
Thursday 19th, 25th Co. R.E. v. "F" Co. 3rd Mx. Referee: Q.M.S. Thorp, R.G.A.
Friday 20th, "H" Co. 3rd Mx. v. Departmental Referee: Corp. Shute, R.E.
Saturday 21st, No. 87 Co. R.G.A. v. No. 88 Co. R.G.A. Referee: Q.M.S. Edwards, R.E.
Kick-off 3.45 p.m. sharp.

RESULTS LAST WEEK.

"A" Co. 3rd Mx. v. 25th Co. R.E. 2-1
"C" Co. 3rd Mx. v. R.E. operations, the other games allotted could not be played.

LEAGUE TABLE.

P.W.D.	L.F.A.P.
"F" Co. 3rd Middlesex	8 - 1 25 5 16
"C" Co. 3rd Middlesex	7 - 5 27 8 12
"A" Co. 3rd Middlesex	7 - 1 19 3 12
No. 88 Co. R.E.	6 - 3 20 15 6
No. 87 Co. R.G.A.	7 - 3 10 10 6
Departmental	3 - 1 4 10 18
"H" Co. 3rd Mx.	6 - 2 14 7 13 5
No. 87 Co. R.G.A.	6 - 2 10 16 4
No. 83 Co. R.G.A.	7 - 1 5 9 27 2
No. 25 Co. R.E.	1 - 5 4 9 2

Two Chinamen.—Kong Fu, a furniture maker, and Ching Chan, a shoemaker, were arrested in the Central district yesterday (8th inst.) and a girl child, about four years of age, who they were alleged to have kidnapped, was restored to her mother. On the 4th inst., the information goes, the child—Lo Yee—was playing outside her mother's house—Kiu Yam Lane. She was wearing at the time a pair of gold ear-rings. A few minutes later the child was missed and the matter reported to the police. After a search lasting four days Lo Yee was found yesterday in the custody of the accused. Her ear-rings it was stated, had been pawned. Her alleged kidnappers were arraigned at the Police Court, this morning, on charges of abducting the child away and with the larceny of her ear-rings. They were remanded.

COMMERCIAL.

YARN MARKET.

In their report dated 13th instant, Messrs. Philips & Co. write:—
The last circular was dated the 29th ult. Exchange during the interval has suffered another severe slump but has not contributed to any advance in the 4-lar prices of yarn with the exception of only a few favourite spinings of No. 10s, which have been taken off the market for immediate requirements at an appreciation of \$1 per bale. The advance is about equal to that established in the Northern market where the same count only appears in favour at the moment. Other threads are neglected.

Compared with the preceding fortnight the clearances, though slow, are rather more satisfactory, a total of some 5,000 bales having changed hands.

No. 30s.—A 1-lar business was done at last mail's prices.

No. 12s.—A limited business transpired at current rates.

No. 10s.—Cheap price induced business.

No. 8s.—Neglected.

No. 6s.—Selected threads fetched last mail's prices.

Market closes steady.

Sales:—225 bales of No. 6s, 2,245 bales of No. 10s, 515 bales of No. 12s, 1,870 bales of No. 20s, in all about 4,855 bales.

Arrivals:—Per steamers *Kunming*, *Arratoon*, *Apar* and *Siamang* (from Calcutta), and *Takashi Maru*, *Levanos*, *Tokoro Maru* and *Yokohama* (from Bombay) of about 6,000 bales.

Unsold Stock:—About 30,000 bales.

Uncleared Stock:—About 20,000 bales.

Exchange:—We quote to-day as follows:—
India T.T. at Rs. 145 1/2 per cent.
Demand " 145
London T.T. " Sh. 11 1/4—\$
Demand " 11 1/4—\$
Shanghai " 7 1/4—\$100
Silver " 23 1/4 per oz.

Writing under same date, Messrs. Cawajee, Peltier & Co. report:—
Our last report was dated the 29th ultimo. Since then a quiet but steady business has been effected in the beginning of the fortnight on the basis of late sales. Subsequently owing to the unexpected heavy decline in exchange, importers withdrew stocks from the market by asking higher prices with the result that an advance of \$1 to \$1 1/2 was established in desirable favourite spinings of which a moderate quantity has changed hands.

As the Chinese holders are asking still higher prices, but dealers now having no requirements are not inclined to increase their holdings or interest, more especially in the absence of sufficient orders from the country. Meanwhile the market closes quiet but steady.

No. 6s.—Trifling inquiry at quotations.

No. 8s.—Nothing done.

No. 10s.—Medium threads have attracted most attention and show an advance of one dollar per bale in price, the demand for superior threads having greatly subsided.

No. 12s.—Small sales on the basis of late quotations.

No. 16s.—A few special tickets have been dealt in at current rates under country orders.

No. 20s.—Orders from the country are not large, but still a moderate business has been put through in superior well-known spinings at an appreciation of \$1 to \$3 per bale.

Sales during the past fortnight comprised of about 60 bales of No. 6s, 1,745 bales of No. 10s, 510 bales of No. 12s, 1,870 bales of No. 20s, 1,890 bales of No. 20s, in all about 4,855 bales. Arrivals per steamers *Takashi Maru*, *Kunming*, *Levanos*, *Tokoro Maru*, *Apar*, and *Yokohama* are 6,000 bales.

Shipment to Shanghai and Northern Ports of about 3,000 bales. The unsold stock is estimated at about 41,000 bales.

Local Mills:—No business is reported; the mill is still working short time.

Japanese Yarn:—Imports have ceased and sales reported are but 100, at \$15 and 125 bales No. 20s at \$ 7 1/2.

Exchange:—We quote on India to-day at Rs. 145 1/2 On London at 11s. 11 1/2d.

TO-DAY'S EXCHANGE.
Selling.
London—Bank T.T. 1/11 1/2
Do demand sight 1/11 1/2
Do 3 months' sight 1/11 1/2
France—Bank T.T. 1/11 1/2
America—Bank T.T. 1/11 1/2
Germany—Bank T.T. 1/11 1/2
Italy T.T. 1/11 1/2
Do demand 1/11 1/2
Shanghai—Bank T.T. 1/11 1/2
Singapore T.T. 1/11 1/2
Japan—Bank T.T. 1/11 1/2
Yam—Bank T.T. 1/11 1/2

4 months' sight L/C. 1/11 1/2
5 months' sight L/C. 1/11 1/2
30 days' sight San Francisco & New York. 4 1/2
4 months' sight 4 1/2
4 months' sight Sydney and Melbourne 2 1/2
4 months' sight France 2 1/2
4 months' sight Germany 2 1/2
4 months' sight Italy 2 1/2
4 months' sight Japan 2 1/2
4 months' sight Singapore 2 1/2
4 months' sight Siam 2 1/2
4 months' sight Ceylon 2 1/2
4 months' sight India 2 1/2
4 months' sight Australia 2 1/2
4 months' sight New Zealand 2 1/2
4 months' sight South Africa 2 1/2
4 months' sight Persia 2 1/2
4 months' sight Mesopotamia 2 1/2
4 months' sight Egypt 2 1/2
4 months' sight Greece 2 1/2
4 months' sight Turkey 2 1/2
4 months' sight Russia 2 1/2
4 months' sight China 2 1/2
4 months' sight Japan 2 1/2
4 months' sight Korea 2 1/2
4 months' sight Manchuria 2 1/2
4 months' sight Mongolia 2 1/2
4 months' sight Tibet 2 1/2
4 months' sight Siam 2 1/2
4 months' sight Laos 2 1/2
4 months' sight Cambodia 2 1/2
4 months' sight Vietnam 2 1/2
4 months' sight Thailand 2 1/2
4 months' sight Burma 2 1/2
4 months' sight Malaya 2 1/2
4 months' sight Sumatra 2 1/2
4 months' sight Java 2 1/2
4 months' sight Celebes 2 1/2
4 months' sight Moluccas 2 1/2
4 months' sight Philippines 2 1/2
4 months' sight Irian 2 1/2
4 months' sight New Guinea 2 1/2
4 months' sight Papua 2 1/2
4 months' sight New Caledonia 2 1/2
4 months' sight French Polynesia 2 1/2
4 months' sight Dutch East Indies 2 1/2
4 months' sight British East Indies 2 1/2
4 months' sight Portuguese East Indies 2 1/2
4 months' sight Spanish East Indies 2 1/2
4 months' sight Danish East Indies 2 1/2
4 months' sight Swedish East Indies 2 1/2
4 months' sight Norwegian East Indies 2 1/2
4 months' sight Finnish East Indies 2 1/2
4 months' sight German East Indies 2 1/2
4 months' sight Austrian East Indies 2 1/2
4 months' sight Hungarian East Indies 2 1/2
4 months' sight Polish East Indies 2 1/2
4 months' sight Czech East Indies 2 1/2
4 months' sight Slovak East Indies 2 1/2
4 months' sight Slovenian East Indies 2 1/2
4 months' sight Croatian East Indies 2 1/2
4 months' sight Serbian East Indies 2 1/2
4 months' sight Montenegrin East Indies 2 1/2
4 months' sight Bosnian East Indies 2 1/2
4 months' sight Herzegovinian East Indies 2 1/2
4 months' sight Macedonian East Indies 2 1/2
4 months' sight Bulgarian East Indies 2 1/2
4 months' sight Rumanian East Indies 2 1/2
4 months' sight Greek East Indies 2 1/2
4 months' sight Turkish East Indies 2 1/2
4 months' sight Persian East Indies 2 1/2
4 months' sight Afghan East Indies 2 1/2
4 months' sight Indian East Indies 2 1/2
4 months' sight Chinese East Indies 2 1/2
4 months' sight Japanese East Indies 2 1/2
4 months' sight Korean East Indies 2 1/2
4 months' sight Manchurian East Indies 2 1/2
4 months' sight Mongolian East Indies 2 1/2
4 months' sight Tibetan East Indies 2 1/2
4 months' sight Sino East Indies 2 1/2
4 months' sight Siam East Indies 2 1/2
4 months' sight Laos East Indies 2 1/2
4 months' sight Cambodia East Indies 2 1/2
4 months' sight Vietnam East Indies 2 1/2
4 months' sight Thailand East Indies 2 1/2
4 months' sight Burma East Indies 2 1/2
4 months' sight Malayan East Indies 2 1/2
4 months' sight Sumatran East Indies 2 1/2
4 months' sight Javan East Indies 2 1/2
4 months' sight Celebes East Indies 2 1/2
4 months' sight Moluccan East Indies 2 1/2
4 months' sight Philippine East Indies 2 1/2
4 months' sight Irian East Indies 2 1/2
4 months' sight New Guinean East Indies 2 1/2
4 months' sight Papuan East Indies 2 1/2
4 months' sight New Caledonian East Indies 2 1/2
4 months' sight French Polynesian East Indies 2 1/2
4 months' sight Dutch East Indian East Indies 2 1/2
4 months' sight British East Indian East Indies 2 1/2
4 months' sight Portuguese East Indian East Indies 2 1/2
4 months' sight Spanish East Indian East Indies 2 1/2
4 months' sight Danish East Indian East Indies 2 1/2
4 months' sight Swedish East Indian East Indies 2 1/2
4 months' sight Norwegian East Indian East Indies 2 1/2
4 months' sight Finnish East Indian East Indies 2 1/2
4 months' sight German East Indian East Indies 2 1/2
4 months' sight Austrian East Indian East Indies 2 1/2
4 months' sight Hungarian East Indian East Indies 2 1/2
4 months' sight Polish East Indian East Indies 2 1/2
4 months' sight Czech East Indian East Indies 2 1/2
4 months' sight Slovak East Indian East Indies 2 1/2
4 months' sight Slovenian East Indian East Indies 2 1/2
4 months' sight Croatian East Indian East Indies 2 1/2
4 months' sight Serbian East Indian East Indies 2 1/2
4 months' sight Montenegrin East Indian East Indies 2 1/2
4 months' sight Bosnian East Indian East Indies 2 1/2
4 months' sight Herzegovinian East Indian East Indies 2 1/2
4 months' sight Macedonian East Indian East Indies 2 1/2
4 months' sight Bulgarian East Indian East Indies 2 1/2
4 months' sight Rumanian East Indian East Indies 2 1/2
4 months' sight Greek East Indian East Indies 2 1/2
4 months' sight Turkish East Indian East Indies 2 1/2
4 months' sight Persian East Indian East Indies 2 1/2
4 months' sight Afghan East Indian East Indies 2 1/2
4 months' sight Indian East Indian East Indies 2 1/2
4 months' sight Chinese East Indian East Indies 2 1/2
4 months' sight Japanese East Indian East Indies 2 1/2
4 months' sight Korean East Indian East Indies 2 1/2
4 months' sight Manchurian East Indian East Indies 2 1/2
4 months' sight Mongolian East Indian East Indies 2 1/2
4 months' sight Tibetan East Indian East Indies 2 1/2
4 months' sight Sino East Indian East Indies 2 1/2
4 months' sight Siam East Indian East Indies 2 1/2
4 months' sight Laos East Indian East Indies 2 1/2
4 months' sight Cambodia East Indian East Indies 2 1/2
4 months' sight Vietnam East Indian East Indies 2 1/2
4 months' sight Thailand East Indian East Indies 2 1/2
4 months' sight Burma East Indian East Indies 2 1/2
4 months' sight Malayan East Indian East Indies 2 1/2
4 months' sight Sumatran East Indian East Indies 2 1/2
4 months' sight Javan East Indian East Indies 2 1/2
4 months' sight Celebes East Indian East Indies 2 1/2
4 months' sight Moluccan East Indian East Indies 2 1/2
4 months' sight Philippine East Indian East Indies 2 1/2
4 months' sight Irian East Indian East Indies 2 1/2
4 months' sight New Guinean East Indian East Indies 2 1/2
4 months' sight Papuan East Indian East Indies 2 1/2
4 months' sight New Caledonian East Indian East Indies 2 1/2
4 months' sight French Polynesian East Indian East Indies 2 1/2
4 months' sight Dutch East Indian East Indian East Indies 2 1/2
4 months' sight British East Indian East Indian East Indies 2 1/2
4 months' sight Portuguese East Indian East Indian East Indies 2 1/2
4 months' sight Spanish East Indian East Indian East Indies 2 1/2
4 months' sight Danish East Indian East Indian East Indies 2 1/2
4 months' sight Swedish East Indian East Indian East Indies 2 1/2
4 months' sight Norwegian East Indian East Indian East Indies 2 1/2
4 months' sight Finnish East Indian East Indian East Indies 2 1/2
4 months' sight German East Indian East Indian East Indies 2 1/2
4 months' sight Austrian East Indian East Indian East Indies 2 1/2
4 months' sight Hungarian East Indian East Indian East Indies 2 1/2
4 months' sight Polish East Indian East Indian East Indies 2 1/2
4 months' sight Czech East Indian East Indian East Indies 2 1/2
4 months' sight Slovak East Indian East Indian East Indies 2 1/2
4 months' sight Slovenian East Indian East Indian East Indies 2 1/2
4 months' sight Croatian East Indian East Indian East Indies 2 1/2
4 months' sight Serbian East Indian East Indian East Indies 2 1/2
4 months' sight Montenegrin East Indian East Indian East Indies 2 1/2
4 months' sight Bosnian East Indian East Indian East Indies 2 1/2
4 months' sight Herzegovinian East Indian East Indian East Indies 2 1/2
4 months' sight Macedonian East Indian East Indian East Indies 2 1/2
4 months' sight Bulgarian East Indian East Indian East Indies 2 1/2
4 months' sight Rumanian East Indian East Indian East Indies 2 1/2
4 months' sight Greek East Indian East Indian East Indies 2 1/2
4 months' sight Turkish East Indian East Indian East Indies 2 1/2
4 months' sight Persian East Indian East Indian East Indies 2 1/2
4 months' sight Afghan East Indian East Indian East Indies 2 1/2
4 months' sight Indian East Indian East Indian East Indies 2 1/2
4 months' sight Chinese East Indian East Indian East Indies 2 1/2
4 months' sight Japanese East Indian East Indian East Indies 2 1/2
4 months' sight Korean East Indian East Indian East Indies 2 1/2
4 months' sight Manchurian East Indian East Indian East Indies 2 1/2
4 months' sight Mongolian East Indian East Indian East Indies 2 1/2
4 months' sight Tibetan East Indian East Indian East Indies 2 1/2
4 months' sight Sino East Indian East Indian East Indies 2 1/2
4 months' sight Siam East Indian East Indian East Indies 2 1/2
4 months' sight Laos East Indian East Indian East Indies 2 1/2
4 months' sight Cambodia East Indian East Indian East Indies 2 1/2
4 months' sight Vietnam East Indian East Indian East Indies 2 1/2
4 months' sight Thailand East Indian East Indian East Indies 2 1/2
4 months' sight Burma East Indian East Indian East Indies 2 1/2
4 months' sight Malayan East Indian East Indian East Indies 2 1/2
4 months' sight Sumatran East Indian East Indian East Indies 2 1/2
4 months' sight Javan East Indian East Indian East Indies 2 1/2
4 months' sight Celebes East Indian East Indian East Indies 2 1/2
4 months' sight Moluccan East Indian East Indian East Indies 2 1/2
4 months' sight Philippine East Indian East Indian East Indies 2 1/2
4 months' sight Irian East Indian East Indian East Indies 2 1/2
4 months' sight New Guinean East Indian East Indian East Indies 2 1/2
4 months' sight Papuan East Indian East Indian East Indies 2 1/2
4 months' sight New Caledonian East Indian East Indian East Indies 2 1/2
4 months' sight French Polynesian East Indian East Indian East Indies 2 1/2
4 months' sight Dutch East Indian East Indian East Indian East Indies 2 1/2
4 months' sight British East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Portuguese East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Spanish East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Danish East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Swedish East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Norwegian East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Finnish East Indian East Indian East Indian East Indies 2 1/2
4 months' sight German East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Austrian East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Hungarian East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Polish East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Czech East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Slovak East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Slovenian East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Croatian East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Serbian East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Montenegrin East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Bosnian East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Herzegovinian East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Macedonian East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Bulgarian East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Rumanian East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Greek East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Turkish East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Persian East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Afghan East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Indian East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Chinese East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Japanese East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Korean East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Manchurian East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Mongolian East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Tibetan East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Sino East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Siam East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Laos East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Cambodia East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Vietnam East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Thailand East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Burma East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Malayan East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Sumatran East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Javan East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Celebes East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Moluccan East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Philippine East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Irian East Indian East Indian East Indian East Indies 2 1/2
4 months' sight New Guinean East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Papuan East Indian East Indian East Indian East Indies 2 1/2
4 months' sight New Caledonian East Indian East Indian East Indian East Indies 2 1/2
4 months' sight French Polynesian East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Dutch East Indian East Indian East Indian East Indian East Indies 2 1/2
4 months' sight British East Indian East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Portuguese East Indian East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Spanish East Indian East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Danish East Indian East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Swedish East Indian East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Norwegian East Indian East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Finnish East Indian East Indian East Indian East Indian East Indies 2 1/2
4 months' sight German East Indian East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Austrian East Indian East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Hungarian East Indian East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Polish East Indian East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Czech East Indian East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Slovak East Indian East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Slovenian East Indian East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Croatian East Indian East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Serbian East Indian East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Montenegrin East Indian East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Bosnian East Indian East Indian East Indian East Indian East Indies 2 1/2
4 months' sight Herzegovinian East Indian East Indian East Indian East Indian East Indies 2 1/2
4

WEATHER FORECASTS AND STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

- Signal No.
1. A CONE point upwards indicates a Typhoon to the North of the Colony.
 2. A CONE point upwards and DRUM below indicates a Typhoon to the North-East of the Colony.
 3. A DRUM indicates a Typhoon to the East of the Colony.
 4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.
 5. A CONE point downwards indicates a Typhoon to the South of the Colony.
 6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.
 7. A BALL indicates a Typhoon to the West of the Colony.
 8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being unpublished by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Cap. Back. Aberdeen.
Waglan. San Xi Wan.
Stanley. Kel Kung.
Cape Collinson. Sha Tau Kok.
Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the Light-house.

F. G. FROD,
Director.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS:—Telegraph, Hongkong.

THE leading English Newspaper in China. Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages \$1 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOB PRINTING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESS.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap.

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on application to

THE HONGKONG TELEGRAPH CO., LTD.

1, Ice House Road,
Hong Kong.

SHARE QUOTATIONS.

Supplied by Messrs. R. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT RESERVE	AT WORKING ACCOUNT	LAST DIVIDEND	APPROXIMATE RETURN AT PRESENT QUOTATION (BASED ON LAST YEAR'S PROF.)	CLOSING QUOTATION
BANKS.								
Hongkong & Shanghai Banking Corporation Do. (new)	10,000 40,000	1125 \$125	\$125 \$125	{ 1,000,000 \$11,750,000 \$250,000	\$1,797,167	{ 11.15/- for 1 year ending 30.6.07 @ ex 2 1/2 3/16 = \$16.04	5 1/2 %	{ \$750 \$715 new issue London 3/4
National Bank of China, Limited	10,000	127	126	{ 12,733 \$900,000	\$78,393	5s (London 3/6) for 1913	12 %	\$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	150	150	{ 11,550,000 \$250,000 \$401,919 1,185,000 Tls. 100,000 Tls. 48,943	none	320 for 1916	8 1/2 %	\$245
North China Insurance Company, Limited	10,000	115	115	Tls. 100,000 Tls. 48,943	Tls. 204,424	{ Final of 7/6 per share making in all 15/- for 1906-Tls. 2.65	6 1/2 %	Tls. 87
Union Insurance Society of Canton, Limited	12,000	1250	1200	{ 53,000,000 1,700,000 \$450,407 1,191,197 13/- \$87,828 \$10,000 \$19,128 \$1,000,000	1,460,400	{ Final of 5/18 making 34s for 1904 (and) interim of 1/- for 1905	5 1/2 %	\$790
Yankee Insurance Association, Limited Do. do. (new)	8,000 4,000	\$100 \$100	\$60 \$60	{ \$10,000 \$10,000 \$1,000,000	\$394,520	1/- for year ending 31.12.13	10 %	{ \$140 buyers \$115 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$320,449 \$7,616	\$363,980	3/- and bonus 2/- for 1915	8 1/2 %	\$92
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,250,483	\$435,236	140 for 1905	12 1/2 %	\$315 sales
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$24	{ \$7,000 \$264,678	\$565	3/- for 1906	6 1/2 %	\$15
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$50,000 \$50,000 \$50,000 \$50,000	Nil.	54 for year ending 30.11.1907	10 1/2 %	\$38 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	40,000	\$15	\$15	{ 188,969	\$7,101	1/- for 1st half year ending 30.6.07	6 1/2 %	\$30
Indo-China Steam Navigation Co., Ltd. (Preferred) Do. do. (Deferred)	10,000 60,000	15 15	15	{ 160,000 1,700,000	1,3694	5/- for 1906 @ ex 2 1/2 = \$2.24 per share	3 1/2 %	{ \$40 \$28
Shanghai Tug and Lighter Company, Limited Do. (Preference)	100,000 100,000	Tls. 50 Tls. 50	Tls. 50 Tls. 50	{ Tls. 34,372 1,400,000	13,327 174,370	Interim of Tls. 1/- for account 1907	12 1/2 %	{ Tls. 44 Tls. 50 sellers 43/- buyers
Shell Transport and Trading Company, Limited	10,000	110	110	{ \$5,000 \$2,917	1137	{ 5/- for year ending 30.6.1907 \$6.50	{ 4 1/2 % 4 1/2 %	{ \$21 buyers \$104 buyers
"Star" Ferry Company, Limited	10,000	110	110	{ Tls. 98,000 Tls. 411,479 Tls. 62,000 Tls. 81,000 Tls. 30,000	8,730	Final Tls. 2 making Tls. 6 for 1906	12 1/2 %	Tls. 48 buyers
REFINERIES.								
China Sugar Refining Company, Limited	10,000	100	100	\$450,000	9,218	28 for year ending 31.12.06	8 %	\$100
Luzon Sugar Refining Company, Limited	10,000	100	100	none	none	1/- for 1907	10 %	\$10 buyers
Perak Sugar Cultivation Company, Limited	10,000	16.50	Tls. 50	\$100,000	\$8,933	Tls. 1 (8 1/2) for year ending 31.8.06	5 %	Tls. 60 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	10,000	11	11	{ 115,000 184,398	11,556	Final of 1/6 (No. 9) for 1907	7 1/2 %	Tls. 158 buyers
Australian Gold Mining Company, Limited	10,000	11	11	{ 115,000 184,398	11,556	1/- for 1913 = 43 cents	10 1/2 %	\$84 buyers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	8,000	125	125	\$64,124	10,335	\$1.75 for year ending 31.12.06	12 1/2 %	\$14
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	150	150	{ 1,311,524 1,300,000 1,000,000 \$50,000	3,047 491,580	Interim of 2/- for six months ending June 30th 1907	6 1/2 %	\$65
Long and Whampoa Dock Company, Ltd.	10,000	150	150	{ 1,000,000 \$50,000	491,580	24 for 1st half year ending June 30th, 1907	8 1/2 %	\$67 sales
Shanghai Dock and Engineering Co., Ltd.	15,700	100	100	{ 1,000,000 1,487,210	10,459	Tls. 3 for year ending 30th April 1907	4 1/2 %	Tls. 711
Shanghai and Hongkew Wharf Company, Limited	6,000	100	100	{ Tls. 100,000 Tls. 190,100 Tls. 75,000	23,117	Interim of Tls. 8 for account 1907	8 1/2 %	Tls. 203
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	75,000	Tls. 100	Tls. 100	{ Tls. 15,000 1,000,000	Tls. 3,388 \$10,000	Tls. 6 for 14 1/2 months ending 28.2.07	6 1/2 %	Tls. 203
Astor House Hotel Company, Limited (Shanghai)	10,000	125	125	{ 1,000,000 1,000,000	1653	52 1/2 for year ending 30.6.07	10 1/2 %	\$21 sellers
Central Stores, Limited	50,123	115	115	{ 3,000 \$648,975	10,178	\$2.80 for 1906	15 %	\$14
Hongkong Hotel Company, Limited	12,000	150	150	{ 1,000,000 \$36,075	10,925	4 for 1st half year ending 30.6.07	10 %	\$100 buyers
Hongkong Land Investment and Agency Co., Ltd.	10,000	100	100	{ 1,000,000 \$208,386	51,621	Interim of 83/- for half year ending 30.6.07	7 1/2 %	195
Imperial Estate & Finance Company, Limited	150,000	110	110	{ \$208,386	51,621	80 cents for 1906	7 1/2 %	\$104
Kowloon Land and Building Company, Limited	10,000	150	150	none	12,689	32 1/2 for 1906	7 %	135 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 100	Tls. 100	{ Tls. 869,493 Tls. 170,000	61,978	Interim of Tls. 3 for account 1907	7 1/2 %	Tls. 200 buyers
West Point Building Company, Limited	12,500	150	150	none	1,519	Interim of 2/- for half year ending June 30th	8 1/2 %	\$48 buyers
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 45,539	Tls. 64,086	Tls. 10 for year ending 31.10.1906	10 %	Tls. 48 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	15,000	150	150	{ 1,000,000 150,000	\$14,269	50 cents for year ending 31.7.07	5 %	\$10
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 150,000	Tls. 85,519	Tls. 6 for year ended 30.9.06 (8 1/2)	10 %	Tls. 50
Long-kung-mow Cotton Spinning and Weaving Co., Ltd.	10,000	Tls. 100	Tls. 100	none	Tls. 34,469	Tls. 8 for 1906	10 %	Tls. 70 sellers
Boy Chee Cotton Spinning Company, Limited	10,000	Tls. 500	Tls. 500	{ Tls. 26,257	50,663	Tls. 50 for 1906	10 %	Tls. 280 sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ 1,199 19,000	2,638	1/3 per share for 1906	9 %	\$61
Campbell, Moore & Co., Limited	10,000	110	110	{ 1,000 1,000	163	53 for 1905	10 %	\$10 buyers
China-Borneo Company, Limited	10,000	110	110	{ 1,000 1,000	163	53 for 1905	10 %	\$10 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 50,000	Tls. 889	Final of 1/5 making Tls. 10 for 1905	10 %	Tls. 60 buyers
China Light and Power Company, Limited Do. do. special shares	10,000 10,000	\$10 \$1	\$10 \$1	{ none none	\$25,000	60 cents for year ending 28.2.06	10 %	16
China Provident Loan & Mortgage Company, Ltd.	100,000	110	110	{ 111,000 \$50,000	1855	80 cents for 1906	8 1/2 %	\$0 buyers
Dairy Farm Company, Limited	25,000	17 1/2	16	{ \$5,000	52,974	1/- for year ending 31.7.07	8 %	\$164 buyers
Green Island Cement Company, Limited	400,000	110	110	{ \$11,000	110,804	Interim of 50 cents per share for a/c 1907	9 %	\$11 buyers
Hall & Holt, Limited	21,000	120	120	{ \$18,000	115,003	24 for year ending 28.2.07	11 1/2 %	\$21 buyers
Hongkong Electric Company, Limited	60,000	110	110	{ none	12,953	1/- per share for year ending 28.2.07	6 1/2 %	\$15
Hongkong Ice Company, Limited	5,000	125	125	{ 100,000	14,361	Interim of 84/- for account 1907 30th 07	8 1/2 %	\$240
Hongkong Rope Manufacturing Company, Ltd.	50,000	110	110	{ \$6,000	14,312	Interim of 80 cents per share for a/c 1907	8 1/2 %	\$85
Maatschappij tot Mijl. Bosch en Landbouw exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,100 Tls. 27,605	Tls. 10,374	{ Third interim of Tls. 7 1/2 making Tls. 22 1/2 for a/c 1907	8 1/2 %	{ Tls. 355 buyers \$15 buyers \$2 buyers
Peak Tramways Company, Limited	25,000	110	110	{ Tls. 27,605	\$2,655	1/- per share for period from 19th Oct. to 30th Apr. 07	8 1/2 %	\$2 buyers
Philippine Company, Limited	67,500	110	110	none	Dr. P. 34,324	None	10 %	\$5 buyers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	{ Tls. 100,000	Tls. 7,990	Interim of Tls. 3 1/2 for account 1907	7 1/2 %	Tls. 107 buyers
Shanghai Home Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ Tls. 67,323 Tls. 4,000	Tls. 9,751	Tls. 4 for 1905	10 %	Tls. 45 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 4,000	Tls. 3,354	Final of 5/- and Tls. 10 for 1906	10 %	Tls. 65 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 2,430 Tls. 50,000	Tls. 7,843	Interim of Tls. 5 for a/c 1907	9 %	Tls. 113 sales
Shanghai Waterworks Company, Limited	16,350	120	120	{ Tls. 190,000	Tls. 85,592	{ Interim of 15/- for account 1907 (old) Interim of 11 1/2 for account 1907 (new)	10 %	Tls. 335 buyers
South China Morning Post, Limited	6,000	25	25	none	Dr. 44,934	None	10 %	\$15 buyers
Steam Laundry Company, Limited	20,000	115	115	{ none	5478	40 cents for year ending 31.5.07	6 1/2 %	\$5
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,225	Tls. 201	Tls. 6 1/2 for year ending 30.4.07	10 %	Tls. 97
Union Waterboat Company, Limited	50,000	110	110	{ none	33,309	First year	10 %	\$104 sa. and h.
United Asbestos Oriental Agency, Limited	10,000	110	110	{ \$3,000	\$5,360	{ 80 cents on 9,000 ord. shares and \$10.80 on 100 Founders shares for year ending 31.5.07	8 %	\$10
Watson, (A. B.) & Co., Limited	90,000	110	110	{ \$20,000	\$5,482	Interim of 30 cents for account 1907	7 %	\$10 buyers
William Powell, Limited	15,000	110	110	none	841	{ Final of 30 cts. making 30 cts. for the year ending 30th June, 1906	10 %	\$5 buyers